

THE ILLUSTRATED LONDON NEWS

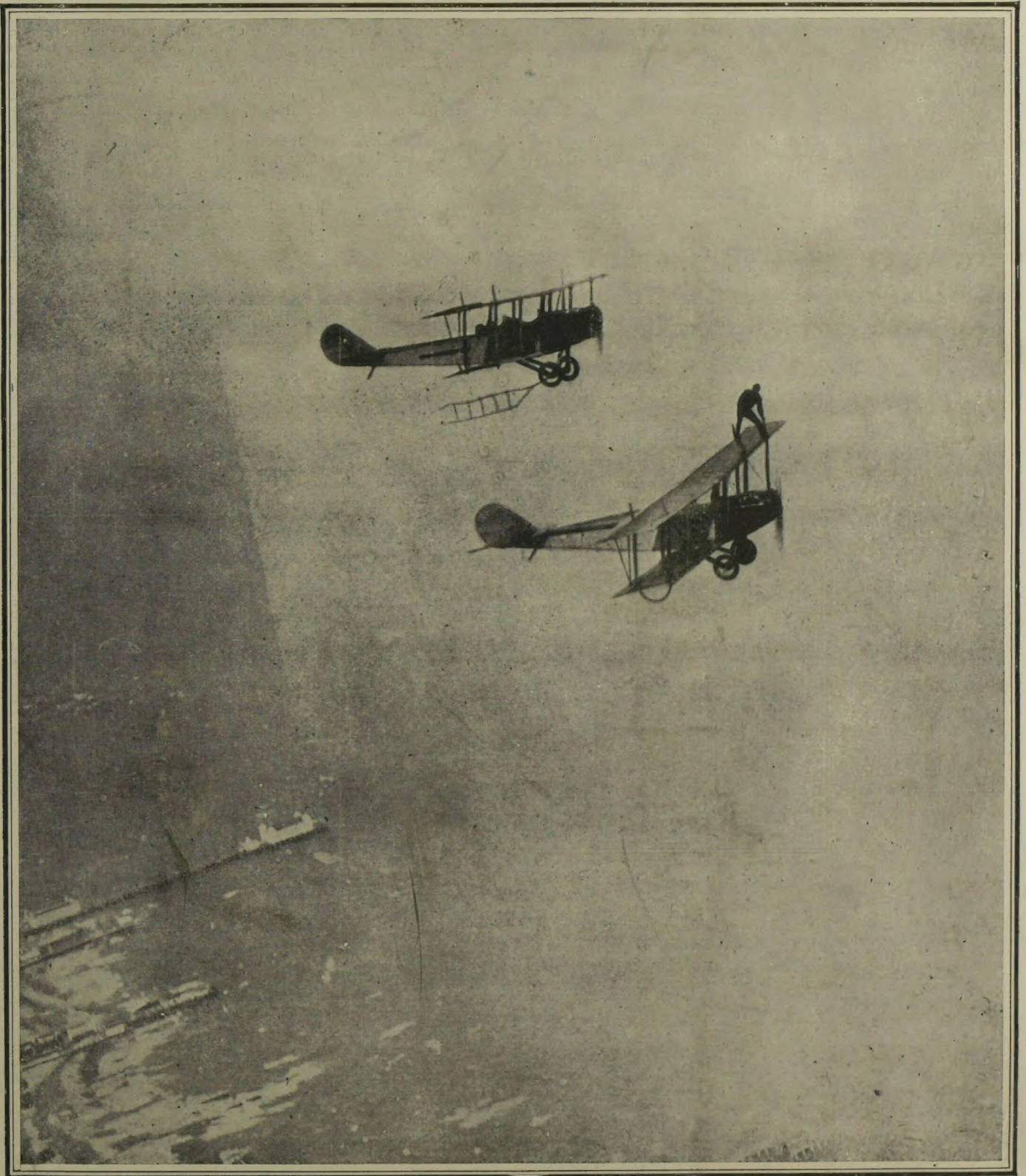
REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4183 VOL. CLIV.

SATURDAY, JUNE 21, 1919.

ONE SHILLING.

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A CLIMB FROM ONE BIPLANE TO ANOTHER AT A HEIGHT OF 2500 FEET! LIEUT. LOCKLEAR WAITING TO MOUNT
THE ROPE LADDER OF THE MACHINE FLYING ABOVE HIM

An extraordinary feat is here illustrated. At a height of 2500 feet, Lieut. O. Locklear changed from one biplane to another, watched the while by a great crowd, at Atlantic City. The airman mounted the top plane of the lower machine, as shown in the photo-

graph, and, from the position thus attained, caught the rope ladder attached to the other biplane, climbed it, and went aboard the higher machine. Needless to say, the spectators were "thrilled," profitably or not we know not!

PHOTOGRAPH BY UNDERWOOD AND UNDERWOOD.



By G. K. CHESTERTON.

THE wildest writer cannot make this world out wilder than it is. I, for one, have written tales in my time which were barely tolerable as nonsensical nightmares; but the silliest part of them has always come true. To take an idle instance, I introduced into a nonsense novel an Oriental crank who proved the Moslem origin of civilisation from the word Crescent in a name like Denmark Crescent. Long afterwards, I heard with my own ears an Anglo-Israelite, or student of the Lost Ten Tribes, saying quite calmly that Denmark Crescent proved that Englishmen were descended from the tribe of Dan. That is much more nonsensical than my nonsense, for my man was an alien talking of things he had never seen, and the crescent is, after all, a symbol in universal use. But the other was a stolid, educated Englishman; and what he had done with the whole kingdom of Denmark, or how he explained it away, I cannot imagine. I can also recall, in an equally egotistic vein, that I once wrote some journalistic sketches or stories which turned upon queer trades. I have forgotten what they were, I am happy to say; but I am pretty sure I should not find in those lost tales any trade so extraordinary as one which I have just noted in an ordinary newspaper. An American lady has recently died, generally respected and lamented, whose whole art, science, and profession consisted in uncurling the hair of negroes. That is the sort of thing one could not hit with a hundred guesses. It helps to prove that the world is not only so full of a number of things, but of a number of impossible things. For even on the face of it there are many mysteries in the matter. If the object is to obliterate the distinction, the selection is somewhat puzzling. It would appear difficult for a gentleman with a conspicuously black face to conceal himself behind his attenuated hair; the distinction seems a fine one, and such straightening of hair is suggestive of the splitting of hairs. But what I understand even less is why the negro should wish to make his curly hair straight, especially as so many white people take the trouble to make their straight hair curly. It is said that the negroes regard it as a sign of a servile status; but I cannot imagine why. It would seem more natural to regard straight, limp hair as drooping in captivity, or hair that lies flat on the head as lying prostrate before the conqueror. It would seem more reasonable for them to regard their own strong, erect, tenacious hair as constituting a sort of cap of liberty.

For, though there is a moral to this rather mad episode, I do not mention it in derision of the negro.

The negro has many valuable qualities, and has infused many valuable elements into our general culture, such as the fantastic folk-lore of Uncle Remus. But I do mention it by way of a parable, in order to ask what would have happened if some professors had started the theory that the only true culture was negro culture, just as they did in the case of German culture. Suppose they took seriously what I have suggested fancifully, and argued that the white man should always copy the black man and not the black man the white. The first thing to note, as in every case of raving nonsense, is that it is ratified by remarkable coincidences. This very example of hair is one of them. It would be easy for the professors to prove that the praise given by all poets and lovers to curly

to talk about Booker Washington as greater than George Washington. Both these negro men of genius have their proper claim to respect; all that is wanted is to magnify them ten million times larger than life. That is what the Germans did, and it was very successful—for a time.

It is needless to give all the examples of how to erect a great racial theory. Briefly, a vast philosophy of history would be established in all the schools, which would in plain truth be merely poisonous trash. It is not that we do not like the barbarian to be civilised; it is not necessarily that we do not like him even when he is uncivilised. What we cannot and will not tolerate is that the barbarian should civilise other people. We know that the moment the barbarian begins to civilise he begins to barbarise.

Without pretending to any precise parallel between European and Ethiopian races, we may take this as the general truth about the northern barbarism which has boiled up so often in history. It is not a question of liking or disliking the barbarians, of destroying or preserving them; it is a question of basing all our action on the fundamental fact that they are the barbarians, as compared with the civilised people. We do not necessarily object even to the savage being tolerated as a savage; but we do object to the savage being worshipped as a noble savage. We have to restore the conditions in which Rome and not Berlin is the magnet of mankind. We have to depolarise the North Pole of Prussia. It is something more than a pun to say we can only do it by the real

Pole of Poland. We have to treat the Prussian as a barbarian, because he is so stupid that nothing else will prevent him from treating Paderevski as a barbarian. We object to Germans spreading culture among Europeans, especially Eastern Europeans, just as we should object to black men spreading cannibalism among white men. We object to the Germans, by any process, dominating the Poles, Roumanians, and Russians, because it is like a donkey riding on a man. We do not even necessarily dislike a donkey; but we do distrust him. At any rate, we distrust him in that equestrian posture. Or, to return to the original figure, we may imitate the savage's curly hair while he imitates our straight hair; but we will not imitate his crooked thoughts when he ought to imitate our straight thoughts. It is the question of who shall lead and who shall follow; and on that there can be no compromise.



THE FIGHTING CHIEFS OF THE NAVY AND THE ARMY HONOURED AT THE GUILDHALL: THE PRESENTATION OF THE FREEDOM OF THE CITY TO ADMIRAL BEATTY AND SIR DOUGLAS HAIG.

Admiral of the Fleet Sir David Beatty and Field-Marshal Sir Douglas Haig were presented with the Freedom of the City, and with swords of honour, at the Guildhall on June 12, and were afterwards entertained to luncheon by the Lord Mayor at the Mansion House. Earlier in the day they had been invested by the King with the Order of Merit.

hair was praise of any approximation to nigger hair. It would be easy for the professors, after the German fashion, to abound in books and charts, with diagrams of straight lines compared with spirals and volutes. But not only have the negroes stronger hair, they have also stronger heads. They are hard-headed in a sense beyond that of the Scots; they are men of iron in a manner more literal than the Prussians. The triumphant negro pugilist would tower above the controversy, and the knockout blow of Mr. Jack Johnson would have the same historic significance as the sudden and successful stroke of Prussia in 1870. The trick would be quite easy to work, if the negroes chose to work it as the Germans did. It is only the trifling business of falsifying the whole world's history to give a larger space to your own. They would only have to suggest that, since Toussaint l'Ouverture struggled with Napoleon, he was more important than Napoleon. They would only have

GRAND OPERA AT COVENT GARDEN: GREAT SINGERS IN FAMILIAR RÔLES.

PHOTOGRAPHS BY DUPONT, CENTRAL PRESS, COLOMINAY, FOULSHAM AND BANFIELD, LTD., ELLIOTT AND FRY, DOVER STREET STUDIOS, AND VARISCHI ARTICO.



A TENOR FROM BRUSSELS:
M. ANSSEAU.



A GREAT GREEK TENOR: M. ULISSE
LAPPAS.



THE LANCASHIRE TENOR AND EX MINER
MR. THOMAS BURKE.



SINGING AT COVENT GARDEN: MME. AYRES
BORGI-ZERNI, SOPRANO.



IMPRESARIO AND CONDUCTOR SIR THOMAS
BEECHAM.



A SOPRANO NEW TO COVENT GARDEN
MISS MARGARET SHERIDAN.



THE FAMOUS AUSTRALIAN SOPRANO:
MME. MELBA.



A SOPRANO WELL KNOWN TO LONDON:
MME. EDVINA.



IN "LA BOHÈME", SIGNOR MARTINELLI,
A WELL-KNOWN TENOR



FORMERLY KNOWN AS MISS EMMY DESTINN:
MME. DESTINNOVA.



A FIRST-RATE BARITONE: SIGNOR
SAMMARCO.

The first season of grand opera at Covent Garden since the war began has proved immensely popular. As is pointed out in the article on the subject published in this number, the management wisely refrained from novelties in their productions, and have provided the public with what it wanted, its favourite works with first-rate singers in the familiar rôles. We give portraits above of some of the most important among them, who have either enhanced reputations already great, like Mme. Melba and others, or have appeared as newcomers to Covent Garden and have won their laurels. Of the latter,

Miss Margaret Sheridan is a young English soprano who had been heard in Rome, but appeared at Covent Garden for the first time in "La Bohème." A signal success has been made by M. Ulisse Lappas, the Greek tenor, who was already famous on the Continent, in Italy, and elsewhere. Mr. Thomas Burke, who was formerly a Lancashire miner, has also come to the front as a tenor. Sir Thomas Beecham is associated with the Grand Opera Syndicate in the management and has also added to his fame as a conductor.

THE ATLANTIC FLOWN DIRECT: 1880 MILES IN 15 HOURS 57 MINUTES.

PHOTOGRAPHS BY WIRELESS PRESS AND L.N.A.



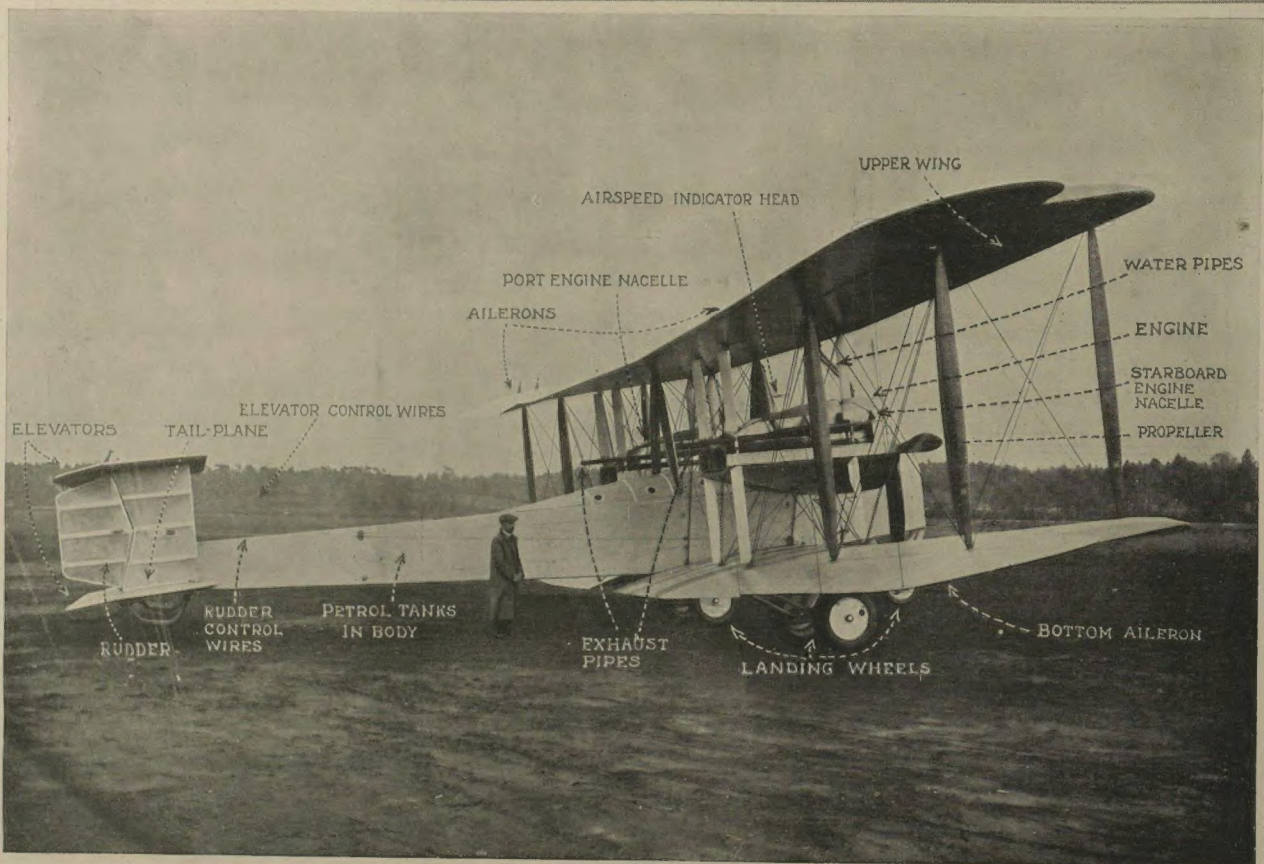
AFTER LANDING: CAPT. ALCOCK, IN THE CLIFDEN WIRELESS STATION.



AFTER LANDING: LIEUT. BROWN IN THE CLIFDEN WIRELESS STATION.



THE FIRST PILOT TO FLY THE ATLANTIC DIRECT: CAPT. JOHN ALCOCK.



THE ALL-BRITISH MACHINE IN WHICH CAPTAIN ALCOCK AND LIEUT. BROWN CROSSED THE ATLANTIC: A VICKERS-VIMY AEROPLANE WITH ROLLS-ROYCE TWIN ENGINES.

The first direct non-stop flight across the Atlantic was successfully accomplished on June 14-15 by two British aviators, Capt. John Alcock, D.S.C. (pilot), and Lieut. Arthur Whitten Brown (navigator) flying a British machine with a British motor—a Vickers-Vimy aeroplane with Rolls-Royce twin-engines. They left St. John's, Newfoundland, at 5.13 p.m., summer time, on June 14, and landed in Ireland at 9.40 a.m. on the following

morning, in a bog close to the Marconi wireless station at Clifden, in Galway. The coast-to-coast flight of 1880 miles over the sea had thus been made in 15 hours 57 mins. By this splendid achievement, Capt. Alcock and Lieut. Brown have won the prize of £10,000 offered by the "Daily Mail." Describing their experiences afterwards, Capt Alcock said: "We have had a terrible journey. The wonder is we are here at all

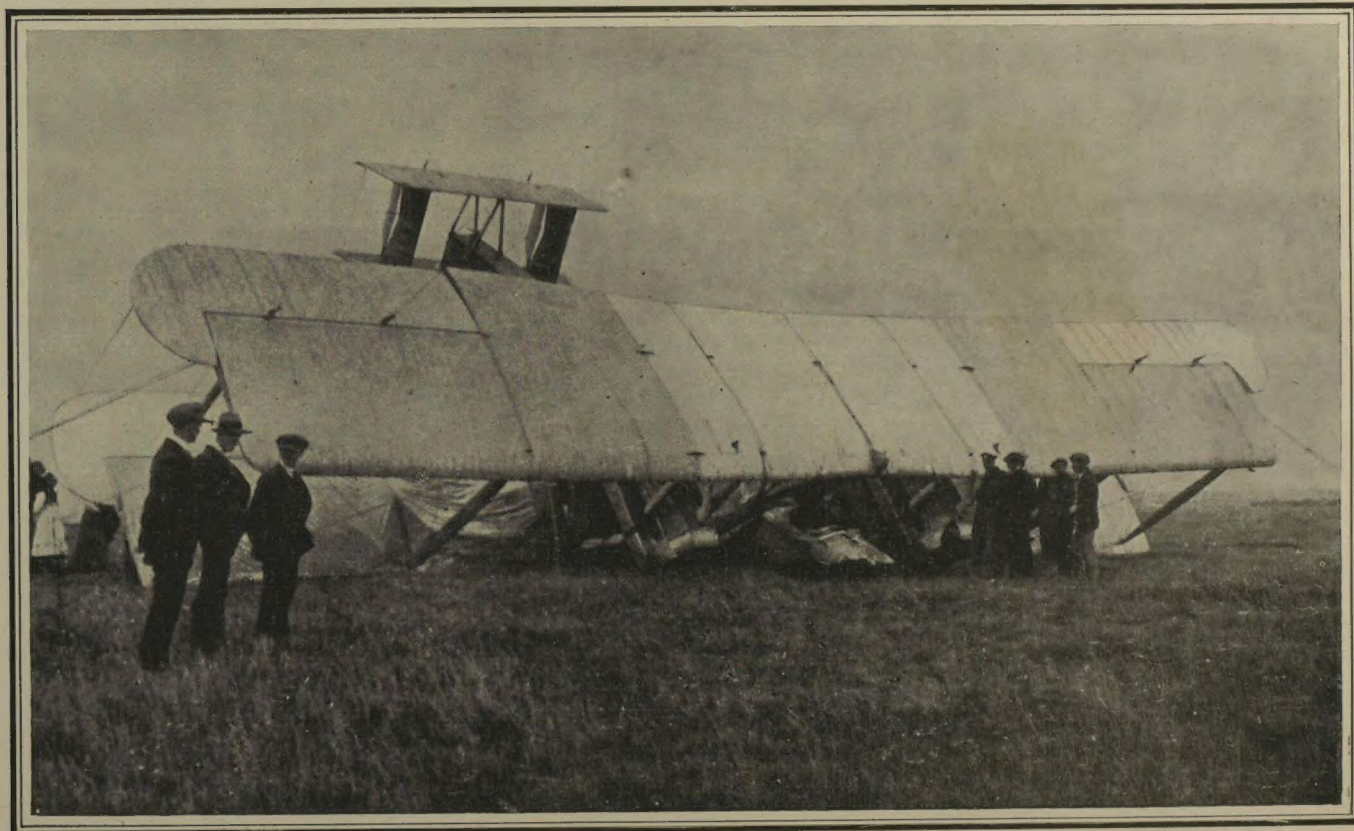
(Continued opposite.)

THE LANDING: IN A BOG THAT "LOOKED LIKE A LOVELY FIELD."

PHOTOGRAPHS BY WIRELESS PRESS.



"THE MACHINE SANK INTO IT UP TO THE AXLE AND FELL OVER ON TO HER NOSE": THE VICKERS-VIMY AEROPLANE GROUNDED IN AN IRISH BOG AFTER CROSSING THE ATLANTIC.



"WE LANDED IN THE SOFTEST PART OF IRELAND, BUT REALLY IT IS A WONDER THAT WE EVER GOT HERE, FOR OUR WIRELESS WAS OUT OF ACTION": ANOTHER VIEW OF THE MACHINE (NOW CALLED THE VICKERS "VIMY-ROLLS") AT CLIFDEN.

We scarcely saw the sun or the moon or the stars. For hours we saw none of them. The fog was very dense, and at times we had to descend to within 300 ft. of the sea. For hours the machine was covered in a sheet of ice caused by frozen sleet. . . . The only thing that upset me was to see the machine at the end get damaged. From above

the bog looked like a lovely field, but the machine sank into it up to the axle and fell over on to her nose. We landed in the softest part of Ireland! Within half an hour of starting, the armature arm connected to the propeller of the wireless set sheered completely off, and this made it impossible to send out wireless messages.

MATTERS OF MOMENT.

THE VICTORY LOAN.

THE Victory Loan is not only good patriotism.

It is also good business—very good business, I think, in spite of the suggestion of certain financial authorities that the terms are not *unduly* generous. If an excess of generosity had been shown, the Chancellor of the Exchequer and his advisers would have been very much to blame, for their course would have been hailed by rival industrial Powers as a symptom of a financial weakness which, fortunately, does not exist. The truth is that the terms of the new Loan are just as generous as they can be, as they ought to be. They hit the happy medium at the psychological moment—and they provide an opportunity for sound and lucrative investment, the like of which, as Mr. Chamberlain warned us on Monday, will not recur during the lives of men now living.

Let us, first of all, look at the terms of the Government offer. In point of fact, there are *two* loans, the interest in either case being 4 per cent. The investor, however, has the choice of (1) subscribing for one loan at the price of £80 for each £100, with resumption at par at least forty-one years hence; or (2) subscribing to the other by purchasing Victory Bonds issued at 85. In the case of (1) redemption will be effected through the usual methods of purchase in the market. Thus the investor in (1) is sure of a clear yield of 5 per cent. on his investment for a period of forty-one years, with a bonus of 25 per cent. at the end of the period.

The investor in (2) will obtain Victory Bonds, the interest on which will be approximately $4\frac{1}{2}$ per cent., owing to the higher price. But there are attractive compensations for the slightly smaller yield. In the first place, there is a fair chance of a much earlier bonus. Secondly, these bonds are to be accepted at their actual face value in payment of Death Duties. The first advantage will be most attractive to those who, like myself, are fond of what an American friend, a Wall Street habitué, described as a "bread-and-jam" proposition—the bread being sound investment, and the jam a pleasant flavouring of harmless speculation. In my opinion, the Victory Bonds go just as far in the direction of the sporting chance as we ought to go, having regard to our financial history and reputation, and the average Briton's growing partiality for a little gambling flutter. The journals which advocate some form of the lottery idea forget that it is a device customarily employed by financially weak communities. If we were to start State Lotteries under any guise whatsoever, our national credit abroad would be seriously impaired. And it would be giving State sanction to the gambling spirit so strong at both ends of our social spectrum, which is to be deprecated not because it is immoral—that is a Puritanical delusion which would prevent the development of most promising mines—but because it is illogical, the gambler's stake being infinitesimal in comparison with the infinite mass of money on the other side. These Victory Bonds, however, give only a quite legitimate touch of speculative interest to a thoroughly sound and attractive investment. I mean to use all my loose capital in purchasing them.

Fuller particulars of the terms of this two-fold Loan will be found elsewhere. Let us, however, still considering the business point of view, examine the question of security. Great Britain, with her vast *Imperium* of dependencies, the resources of which are hardly as yet touched, is security for this Loan. The net cost of war, colossal as the figures seem, is not nearly three years' income of Great Britain alone. In comparison with the resources of the Empire—a victorious Empire which has greatly increased its labouring force under the spur of necessity, and earned a new reputation abroad for successful organisation on a vast scale—our new national debt is really minute. So that lending to the Imperial Government is still by far the safest form of lending. It is, of course, in a sense merely lending to yourself. Fear of revolutionary talk can be at once dismissed as an

idle phantom. Not one in a thousand inhabitants of this country really contemplates repudiation, which would destroy our credit for ever, and prevent us from being trusted with a pound of tea or sugar or cotton or wheat, as a practicable policy. Besides, if there were to be a revolution here on Continental lines, you would lose your money whether it was in the Loan or not.

The new Loans, be it clearly understood, are not to supply the State with huge sums for *fresh* expenditure. They are to redeem outstanding debt which exists, largely in short-dated obligations, which clog the wheels of credit and are a most dangerous obstacle to industrial progress and reconstruction. This outstanding debt, including our foreign loans, amounts to considerably over £2,000,000,000. It represents the expenditure incurred during the war over and above the sums it was possible to obtain here from the general public. The procedure which created it was unavoidable at a time when the safety of civilisation was at stake—when the issue for us was victory or slavery. Even if the Government offered poor terms—or no terms at all—it would be necessary to shoulder this debt as an honourable obligation.

Indeed, we must all help to do so—to win the Peace as we have won the War. Such help would be the patriot's first duty, if it were not also his last opportunity of a most pleasing and profitable investment. "When this burden of short-term debts is lifted from our shoulders," the Chancellor of the Exchequer has justly observed, "we shall be able to look forward with confidence to the great economic future which it is within our power to build." The success of this two-fold Loan is, in fact, the first condition of successful Reconstruction. Nay, more—in view of the existing volume of unemployment, its failure might involve Destruction instead of Reconstruction. It is the urgent duty of every patriot to lend every penny he can spare, and to do so with the least possible delay. There is only one danger for us in this Victory year—and that is a slow or imperfect realisation of the necessity of making the Victory Loan a success that will be an object-lesson *urbi et orbi* (to the "City" and to the whole wide world). Let us all do our duty, and persuade others to do it.

E. B. OSBORN.

TRIUMPH OF THE OPERA SEASON.

WHEN the Grand Opera Syndicate, not content with popular performances on Saturday evenings, presses Saturday afternoons into its service for a series of matinées, it is a sign that something out of the common is happening at Covent Garden. One will not go far wrong in saying that the management has gauged the public taste to a nicety, and is busy in consequence.

In the first place, the Directors realised that there was no demand for a programme made up even in part of novelties. The public, after the shock and stress of the past few years, want something sweet, sedative, familiar. Secondly, it wishes the familiar things to be as good as the best talent can make them. Not only have public requirements been satisfied, but, curiously enough, something akin to fresh vitality would seem to have been instilled into the time-worn works. Great singers have been heard at their best in rôles we had learnt to delight in years ago. Melba as Mimi and Marguerite, Destinnova as Madama Butterfly, have seemed as fresh as some of the newcomers. Mesdames Edvina and Borghi-Zerni, MM. Sammarco, Burke, Dinh Gilly, and Martinelli have found new friends. Sir Thomas Beecham has done excellently in the conductor's seat, where he has been ably seconded by Mr. Percy Pitt and Mr. Albert Coates. In Signor Mugnone the Syndicate has a tower of strength; its decided penchant for Verdi is justified by the presence in the responsible place of the man who learned direct from the Master. At Monte Catini and elsewhere Mugnone was the devoted assistant of the great melodist,

helping him in various ways, and learning all the secrets of works that appeared to have lost their savour, but have undoubtedly recovered a part of it under the maestro's vigorous hands. Old folk whose love for Verdi is almost as keen as their contempt for Wagner and their hatred of Richard Strauss say that Mugnone has brought back the days of their youth. Oddly enough, the conductor, though he knows every passage in Verdi's scores, is no mere *laudator temporis acti*; he has been associated with modern works, and shown a definite mastery.

At the time of writing a new singer, Signor Dolci, is due from America, whence he brings a very big reputation. He is expected, as they say over there, "to make good." His countryman, Signor Martinelli, was very successful last week; but everybody who does good work may rely upon a warm welcome, for, beyond all possibility of doubt, the great Covent Garden audiences are enjoying themselves as they have not done for many years. There is an atmosphere of pleasant anticipation. Even those who know the music or most of it by heart are contented, for they have been finding unexpected beauties in fresh readings, and new matters for discussion. It is a curious fact, but one that no musician will deny, that perfectly familiar music can find a new aspect in an unaccustomed reading, and reveal new beauties as the result of original study of the score. There are readings perfectly familiar to everybody, and a new conductor or a new singer will give us something to wonder at. This is the real triumph of the great composer and the supreme artist—each can respond to the other. Maria Gay's Carmen is one of the Covent Garden creations that may be quoted. We had a sort of Mile End Road tradition of Carmen, and accepted it as *la vraie vérité*. Then came Maria Gay as though direct from Seville and the famous factory; and though not a note of the music was altered, Carmen became something utterly different from anything the moderns had known. There is nothing as striking in the way of change at Covent Garden this year, but there have been genuine attempts to revitalise familiar rôles, and these attempts have succeeded so well that the habitués to whom Grand Opera is a habit are just as well pleased as those to whom it is a novelty, a luxury, or a social event.

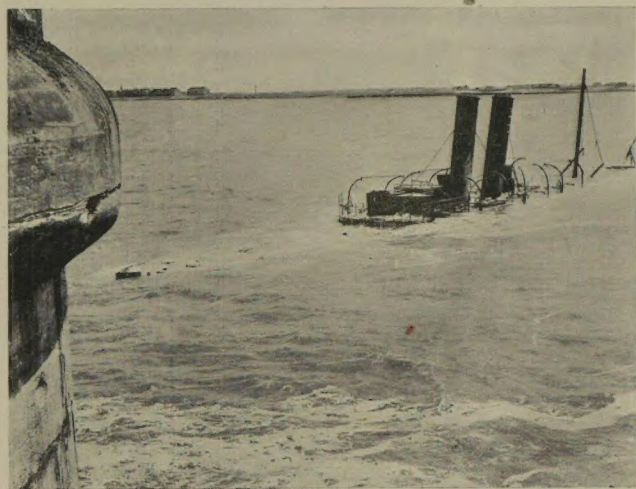
The success of the season is the more remarkable because a certain number of regular patrons from outlying London have been kept away by what is called for courtesy's sake the train service. Weather, too, has been of the kind that reduces the popularity of most places of amusement—the theatres have suffered from the fine nights. Happily, Covent Garden defies all the disadvantages that beset less-favoured places.

So Covent Garden enjoys a prosperity it has earned, and we are left to wonder what it will be like if the Peace Celebrations come before the end of July. There are limits of accommodation even in the neighbourhood of Bow Street; and when the town has taken a few more tens of thousands of visitors to its heart, when they are all seeking to celebrate the greatest occasion of their lives, and some of them wake to the fact that Grand Opera at Covent Garden is the most attractive of all attractions . . . the imagination refuses to travel further.

More than a word is due, too, to one of the new tenors, Ulisse Lappas, who met with immediate success both as a singer of exceptional qualities and as an excellent actor. Lappas—who, by the way, is a pure Greek by origin, and was born in 1889 in Alexandria—showed unusual talent as a child, but he was twenty before he decided upon a musical career. He studied at Milan, under Mandolini and Podesti, and made his debut at the Teatro dal Verme, in "La Gioconda." From that day he has never looked back, and has been acclaimed not only in Italy—notably at La Scala—but in various other parts of Europe, including, very recently, Monte Carlo, where his singing caused the greatest enthusiasm.

ZEEBRUGGE PORT REOPENED: THE NAVY'S RECORD SALVAGE WORK.

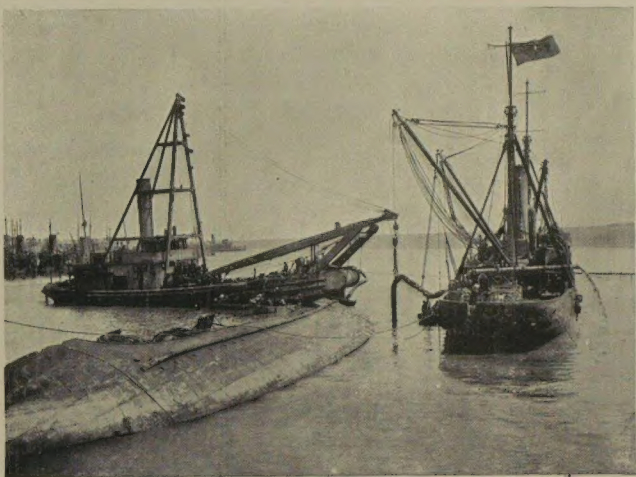
PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



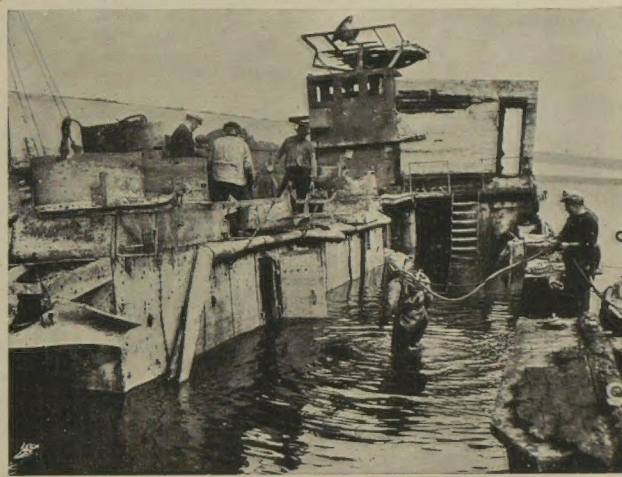
CAPTAIN FRYATT'S OLD SHIP: THE S.S. "BRUSSELS" LYING SUNK AT THE ENTRANCE TO THE HARBOUR.



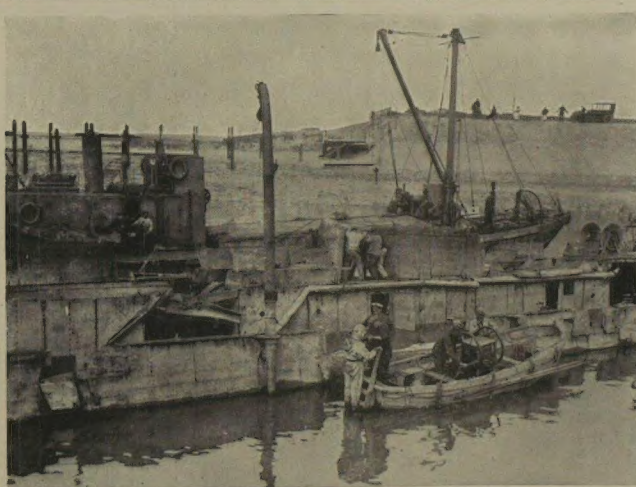
THE SALVAGE-SHIP "LINTON" AND THE BLOCK-SHIP "IPHIGENIA": OPERATIONS AT THE ENTRANCE TO THE CANAL.



PREPARING TO LIFT A SUNKEN BARGE: SALVAGE-SHIPS PUMPING UP MUD TO ENABLE CABLES TO BE PASSED UNDER IT.



A DIVER AT WORK ON THE BLOCK-SHIP "IPHIGENIA" AT THE CANAL ENTRANCE: ENTERING THE SHIP FROM THE FLOODED DECK.



WITH A DIVER READY TO DESCEND AND A DERRICK FOR CLEARING DÉBRIS: SALVAGE WORK ON THE "IPHIGENIA."



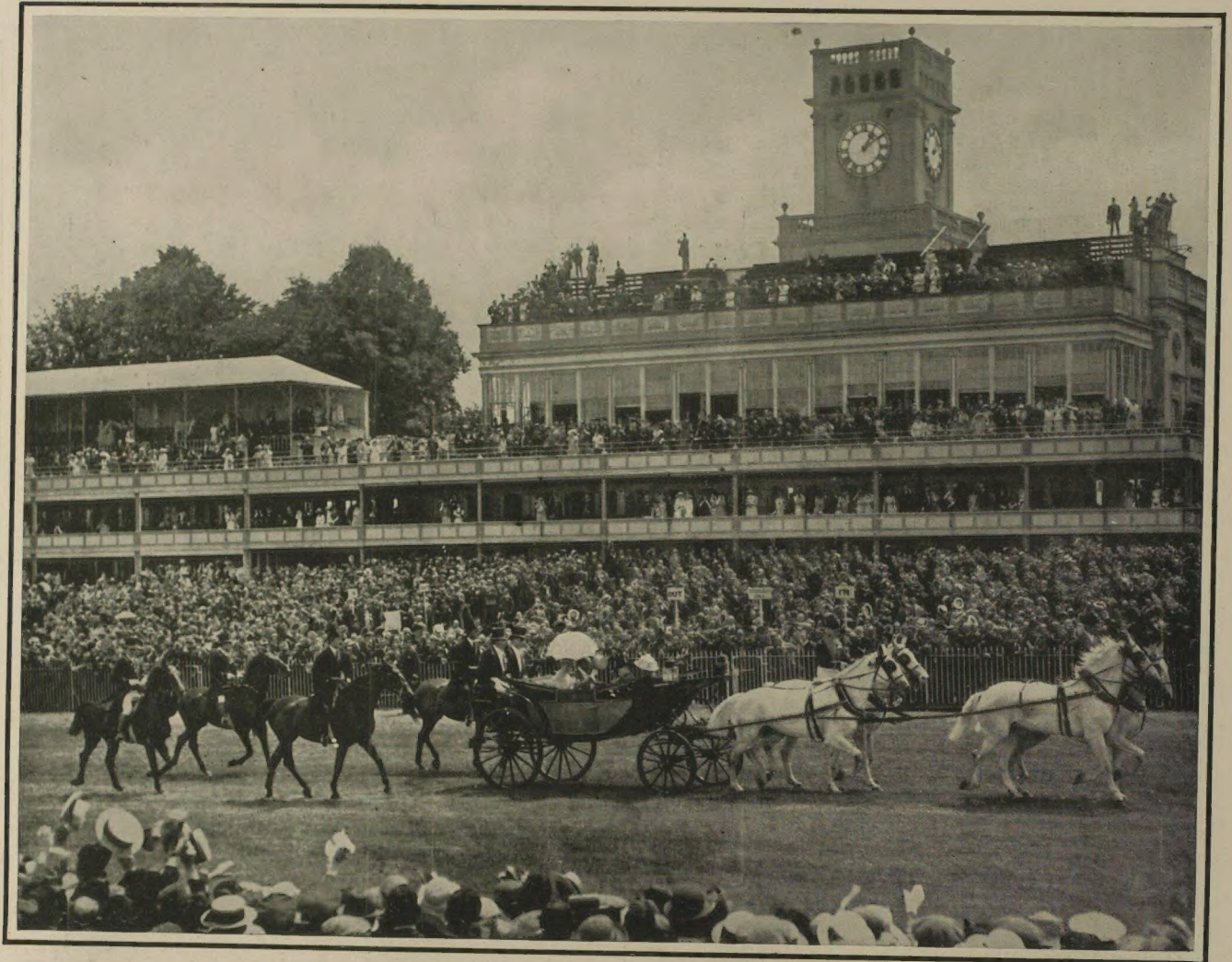
PREPARING EXPLOSIVES: DIVERS MAKING UP A CHARGE—SHOWING PORTIONS OF WRECKAGE IN THE BACKGROUND.

The port of Zeebrugge was formally reopened to traffic on June 14, with various picturesque ceremonies. This fortunate event was made possible by the admirable progress of the clearance work already accomplished by the British Admiralty Salvage Department, under Commodore F. W. Young, R.N.R. When the Germans retreated from the Belgian coast, they did all they could to block the sea approaches, by sinking barges and other craft, railway wagons, cranes, and various obstructions. The salvage plant sent out by

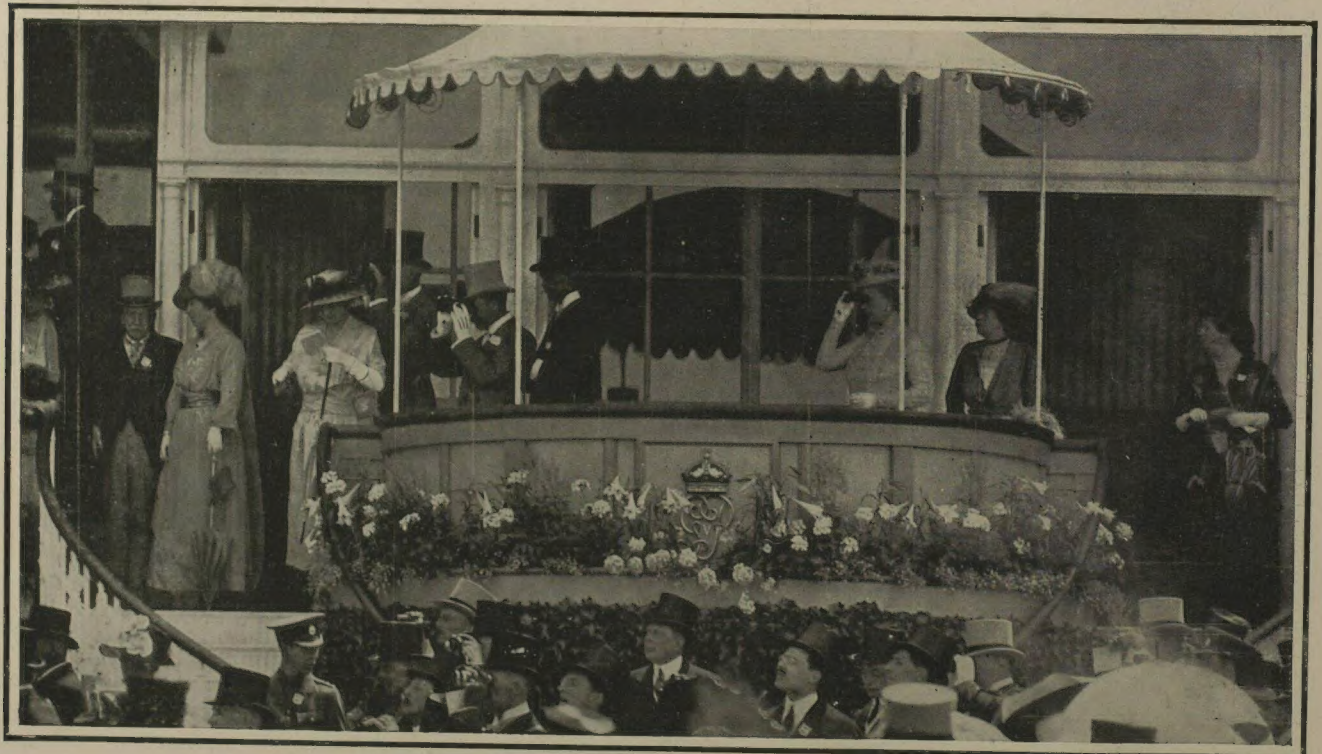
the Admiralty was the largest ever assembled. Work was begun at Ostend, where, on June 15 the regular boat service to England was resumed. Most of the salvage plant is now operating at Zeebrugge, where much work remains to be done, but enough space has been cleared in the harbour to give room for merchant shipping. After the smaller obstructions had been raised, it was arranged to lift the "Brussels," Captain Fryatt's old ship, and then move the block-ships and other wreckage on to the beach.

THE "PEACE" ASCOT: A ROYAL PROCESSION IN TIME-HONoured STYLE.

PHOTOGRAPHS BY C.N.



ORIGINATED BY GEORGE III.: THE ROYAL PROCESSION UP THE COURSE—THE KING AND QUEEN WITH THE PRINCE OF WALES AND PRINCESS MARY.



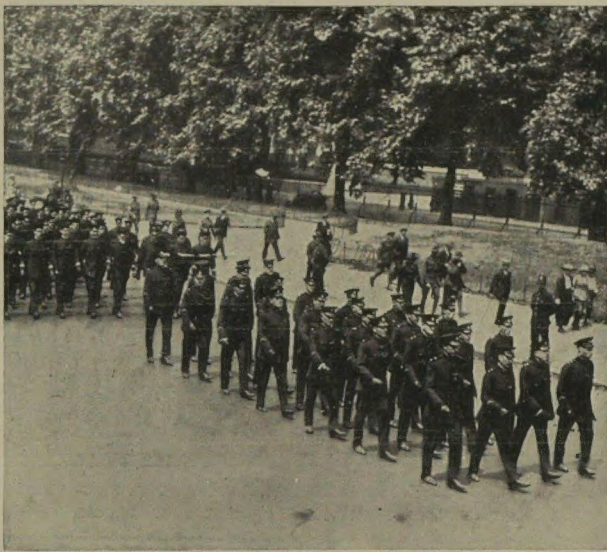
THE ROYAL BOX AT ASCOT: THE KING (WEARING A WHITE TOP-HAT) AND THE QUEEN WATCHING THE RACES THROUGH THEIR GLASSES.

All the glories of Ascot were revived on June 17, when the great race meeting was held once more under ideal conditions. Their Majesties were acclaimed by a brilliant gathering as they drove on to the course in the time-honoured Royal Procession,

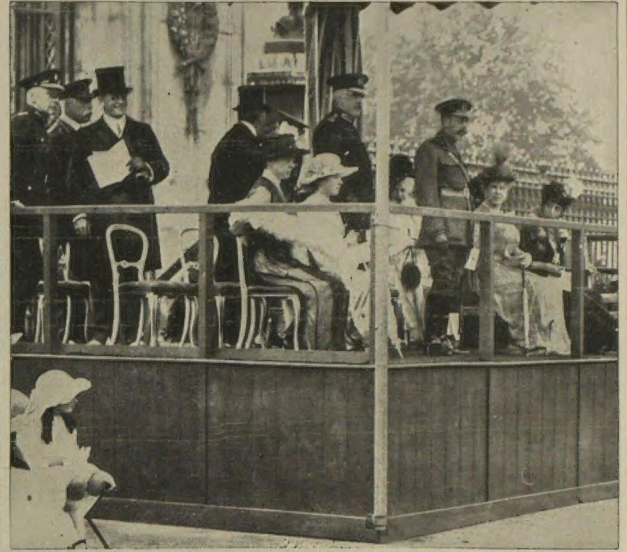
instituted by George III. in the eighteenth century. With them in the carriage were the Prince of Wales and Princess Mary, for whom the occasion was a new experience. The first Royal Ascot, it may be recalled, took place in 1711.

THE SPECIALS' LAST PARADE: ROYAL PRAISE OF "SPLENDID PUBLIC SPIRIT."

PHOTOGRAPHS BY L.N.A. AND NEWSPAPER ILLUSTRATIONS



"SPECIALS" MARCHING TO BUCKINGHAM PALACE: OFFICERS AND MEN OF THE HEADQUARTERS CENTRAL DETACHMENT LEADING.



WATCHING A PARADE OF OVER 17,000 "SPECIALS": THE KING AND THE ROYAL PARTY AT BUCKINGHAM PALACE.

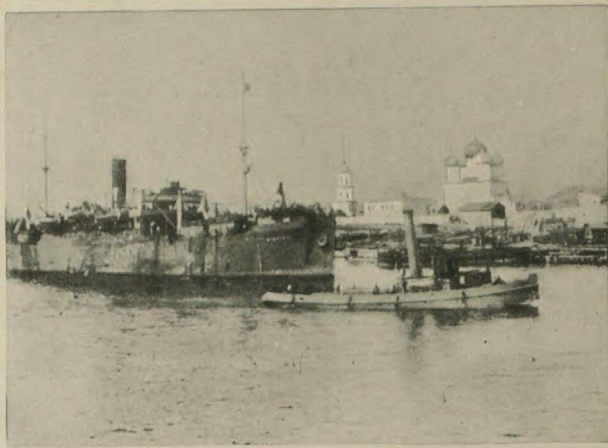


"ON THE CONCLUSION OF YOUR SERVICE AS SPECIAL CONSTABLES I DESIRE TO EXPRESS MY APPRECIATION OF THE SPLENDID PUBLIC SPIRIT YOU HAVE EVINCED": LONDON "SPECIALS" MARCHING PAST THE KING.

The King inspected on June 14 over 17,000 members of the Metropolitan Special Constabulary and the City of London Police Reserve, prior to their demobilisation on June 16. Before the parade was dismissed each man was handed a copy of a letter from the King, in which his Majesty said: "On the conclusion of your services as special constables, I desire to express my appreciation of the splendid public spirit which you have evinced in the performance of a high civic duty. Your conduct as a body has been exemplary. . . . By devotion to duty and sacrifice of your own often scanty leisure you gradually became

a most efficient force, on which your fellow citizens were proud to rely. . . . You faced the responsibilities of police routine . . . and also the perils of the air-raids." In the photograph of the royal group watching the march past may be seen Colonel Sir Edward Ward, Chief of the Metropolitan Special Constabulary, standing behind the King to the left, and, on the extreme left, General Sir Nevil Macready, Commissioner of Metropolitan Police, talking to the Home Secretary, Mr. Shortt. The "Specials" may well be proud of the royal recognition of the value of their services in the stressful days.

"WELCOME, GALLANT BRITISH SOLDIERS!" THE RELIEFS AT ARCHANGEL.



THE ARRIVAL OF THE BRITISH RELIEF FORCE AT ARCHANGEL: THE TRANSPORT "STEPHEN" AT THE QUAY ON MAY 27.



"A HERCULES IN KHAKI": GENERAL IRONSIDE TAKING THE SALUTE AT THE MARCH-PAST OF THE NEW TROOPS.



CARRYING THE BREAD AND SALT OFFERED TO GENERAL GROGAN: AN OLD CUSTOM.



ON THE QUAY: (L. TO R.) GENERAL IRONSIDE, CAPT. MCGUBBINS, BRIG.-GEN. WALSH, AND COL. THOM.



CREATOR OF AN ANTI-BOLSHEVIST RUSSIAN ARMY: GENERAL IRONSIDE



ARCHANGEL'S SPLENDID WELCOME TO THE BRITISH RELIEF FORCE: DECORATIONS ARRANGED BY THE RUSSIAN AUTHORITIES.



THE INSPECTION OF THE NEW TROOPS: GENERAL IRONSIDE AND THE RUSSIAN GENERAL STAFF PASSING DOWN THE LINES.

Both the civil population of Archangel and the British troops already there under General Ironside gave a splendid welcome to the Relief Force under General Grogan, V.C., which landed there on May 27, from the transports "Stephen," "Tsar," and "Tsaritsa." In a printed Address of Welcome the Governor of Archangel said: "Welcome, gallant British soldiers! Long live Great Britain, who helps to rebuild our Mother Country on the basis of right and justice." At an arch of firs and flowers erected by the Russian civil

authorities, General Grogan was presented with a symbolic tribute of bread and salt, according to ancient custom. A guard of honour was provided by Dyer's Battalion, ex-Bolshevist prisoners whom General Ironside has formed into a strong anti-Bolshevist force now very efficient. It was stated in a recent message from Archangel that he intends to use only these Russian troops in any offensive against the Bolsheviks, and to evacuate the country as soon as Admiral Kolitchak is able to hold his own.

A BOLSHEVIST ARMoured TRAIN PHOTOGRAPHED FROM THE AIR.



RAILWAY WARFARE IN NORTHERN RUSSIA: A BOLSHEVIST ARMoured TRAIN RETURNING FROM BOMBARDING BRITISH POSITIONS.

That the Bolshevik forces opposed to our troops in Northern Russia are equipped with the appliances of modern warfare may be gathered from this photograph, which shows one of their armoured trains returning after bombarding British positions. The train is carrying two guns, which may be seen at the rear end, towards the right, on the last truck and the last but one. The trains are pushed up to the front and pulled back by two engines.

They are continually bombed by our aircraft when they come up to attack. The country for hundreds of square miles is covered with thick forest, as shown in the photograph, where the numerous little black patches that look like shell-holes are really fir trees. At the time the photograph was taken (from British aircraft) the ground was covered with 6 feet of snow. A message from Archangel on June 10 described the weather there as "tropical."

"ABOUT A NUMBER OF THINGS."

A Chat on Science by SIR RAY LANKESTER, K.C.B., F.R.S.



BORING FOR OIL.

CLOSELY similar to coal in chemical matter—that is to say, consisting chiefly of definite chemical compounds, called hydrocarbons, built up of only two elements, carbon and hydrogen, and of no others—is a very remarkable class of mineral substances known to the ancients as "bitumen." In its widest sense, it includes "natural gas," the variously mixed liquids called "petroleum" and the solid "asphalts." In ancient times the more fluid kinds of petroleum issuing from the ground in South Russia and Persia were called "naphtha," and that name is still applied to the more volatile hydrocarbons obtained by the distillation of such substances as coal-tar—the residue of the extraction by heat of commercial gas from coal, bituminous shale, petroleum, wood, and some other bodies which owe their existence to the activity either of living or of long-extinct and "fossilised" plants and animals.

The bitumens, together with coal, present in their natural state a very large variety of inflammable constituents—gaseous, liquid, and solid hydrocarbons; but, when "distilled" at various temperatures and under conditions determined by the manufacturing chemist, they yield a still larger series of pure separable bodies, which have been minutely studied and classified according to their chemical constitution. They are produced in great chemical factories in large quantities for use in the most diverse ways invented by human ingenuity. Thus natural gas—superseded by distilled coal-gas—has served for fuel and for illumination: refined petroleum serves not only for those uses in general, but as the special source of power in the engines of motor-cars and aeroplanes. A wonderful solid crystalline wax-like substance, paraffin, as white as snow, is distilled in enormous quantities (nearly three million tons a year) from "bituminous shale" or "oil-shale" in this country alone. It can be obtained in soft (vaseline) and liquid forms, and in fact the "paraffin series" recognised by chemists starts from the gas "methane," or marsh-gas, and comprises some thirty kinds, leading from gas to volatile liquids, thence to viscid liquids, to butter-like solids, and up to hard crystalline substances which melt only at the temperature of boiling water. Endless chemical manufacturing industries—e.g., those of dye-stuffs and explosives—depend upon the chemical treatment of these paraffins and of various bodies obtained as secondary products in their preparation. Benzene and aniline are chiefly obtained from coal-tar. The oils and waxes of quasi-mineral origin have a great advantage over vegetable and animal oils in many uses, since they are not liable to become "rancid"; that is to say, to decompose owing to the action on them of bacteria. A marked difference between the paraffins (often distinguished, together with the "olefines," as "mineral" oils) and the oils and fats found in living plants and animals is that they do not "saponify"; that is to say, they do not form those combinations with alkalis and other bases which are called "soaps," nor can they serve as food to man or any other animal. They are not acted on by the digestive juices.

From ancient times natural deposits or outpourings of "bitumens" have been known and used by mankind. The Assyrians and other early peoples of the East used "asphalt" (translated by the word "slime" in the English version of the Bible) in place of calcareous mortar in building; and to this day it is used largely

in this country as a "damp-course" in walls built of brick. Great deposits of asphalt are found in Central America and some of the West Indian islands, and "quarried" for commercial purposes. The great pitch-lake of Trinidad yields an abundant supply. In the Val de Travers, in the Canton of Neuchâtel (Switzerland), a rich deposit is worked which, mixed with earthy material, forms a road-making concrete, largely used in London and other cities, and also for main roads in country districts. The ancient Egyptians used asphalt for embalming the dead. But the ancients also knew natural springs of liquid bitumen—that which nowadays we call petroleum—some of them limpid and transparent, which would take fire and burn for long periods, and were described as fountains of "burning water." We find, as we pass from the Middle Ages to the days of geographical exploration, records of such springs of inflammable oil and of natural inflammable gas in all parts of the world—Japan, China, Burma, Persia, Galicia, Italy (Salsomaggiore), Central and North America, and of not a few in these islands—for instance, in Shropshire, Derbyshire, Sussex, Kimmeridge,

Burma being prominent sources of the oil supply of the world. The raw petroleum of different localities differs in each case in the amount of solid paraffins and olefines dissolved in the liquid paraffins. Other substances also are dissolved in it in variable amount—such as benzene, acetylene, camphene, and naphthalene. The fact that the oil, when reached by a boring, is often found to be under a considerable pressure, so that it rises and flows from the surface of the well, or even may shoot up as a great fountain, is an important feature in the oil-seeking industry, though the supply depends largely on pumping and not necessarily on natural flow. The borings made act like Artesian wells, and sometimes are carried to a great depth. Those in Pennsylvania vary in depth from 300 feet to 3700 feet, according to the distance below the surface at which the oil-bearing strata (usually a sandstone) is situated. As in the case of an Artesian well, the boring is in the first instance an exploration subject to uncertainty as to "striking oil," but the uncertainty is greater in the case of search for oil. The water-well is also far less likely to "give out" when once flowing than is that bored for oil,

which, even if at first successful, may be soon exhausted owing to the small area of the oil-bearing strata tapped. A cause of the high pressure in many oil-wells is the gas which accompanies the oil. The pressure may amount to as much as 1000 lb. to the square inch. In the Northern Caucasus spouting wells caused by the high pressure of gas in the boring are frequent. A famous fountain-well in that region, which began to flow in August 1895, threw up $4\frac{1}{2}$ million gallons a day, gradually diminishing during fifteen months until it became exhausted. At first, when boring was introduced, such outbursts led to an enormous loss of the oil, for there was not sufficient means of storing or transporting it. Ordinary cartage in barrels was the earlier method; then followed tanks on railway trains and canal boats; and this has been supplemented by the use of pipes along which the oil is pumped from the well to the refinery. In Pennsylvania there are said to be no less than 25,000 miles of such pipes in use for the distribution of petroleum.

WHERE 183 "BIG BERTHA" BOMBS FELL IN PARIS DURING THE LONG-RANGE BOMBARDMENT:

A MAP OF THE AREA WITHIN THE FORTIFICATIONS.

The black dots on the map, which includes the area of Paris within the boundary of the fortifications, mark the points where 183 projectiles from the German long-range guns, known as "big Berthas," fell during the 44 days of bombardment, from March 23 to August 9, 1918. On the opposite page are photographs of a "Bertha" damaged by French air-bombs.

and various sites in the southern counties. The oil was, until the middle of the last century, valued chiefly as a medicinal application, and "Seneca oil" and "American medicinal oil" were largely sold and used as an embrocation in the United States.

We owe the introduction of the name "petroleum" to Professor Silliman, who in 1855 reported upon the "rock oil or petroleum" of Venango County, Pennsylvania. The first attempt as a commercial enterprise to obtain rock-oil or petroleum by boring into the strata in which there was local evidence of its existence in greater or less quantity was made in 1854 by the Pennsylvania Rock Oil Company. After some unsuccessful attempts, when the drilling had been carried to a depth of sixty-nine feet the tools suddenly dropped into a subterranean cavity; and on the following day the well was found to have "struck oil," and twenty-five barrels a day were yielded by that well for some time. From here the industry spread over the States and Canada, and in 1908, the year's yield was 45,000,000 barrels.

Since 1870 the industry has spread all over the globe—Russia, Galicia, Rumania, Java, Borneo, and

It will be obvious from what is here stated that the attempt to discover an oil-supply in Derbyshire must not be regarded, at present, as more than a praiseworthy and interesting enterprise. There is no room for doubt that the best expert opinion has been brought to bear on the matter. A small quantity of petroleum has already been raised; but whether the flow will be sufficient to cover the expenses of the boring, and how long the flow may last, or how much it may amount to, are matters quite impossible to foretell. In any case, it is in the highest degree improbable that such an abundance of oil will be obtained as to count much, if at all, in the world's production of petroleum. It must also be remembered that products similar to those yielded by petroleum are already extracted in quantity as a remunerative industry by the distillation of oil shales in various parts of the United Kingdom; and that there are oil-shales in this country still unworked. So that we need not be in despair if we do not tap an oil-spring of any importance close to hand. The world's supply is still open to British enterprise. Another reflection of some importance is that these world-wide sources of rock-oil or petroleum are likely to be exhausted by exploitation much sooner than are the coal-fields of the world. We cannot rely on their long duration.

A "BIG BERTHA" THAT SHELLLED PARIS: THE WAR'S BALLISTIC SENSATION.



1. IN A REPAIR-SHOP AT DANZIG AFTER BEING SMASHED BY FRENCH AIR-BOMBS: ONE OF THE "BIG BERTHAS" WHICH BOMBARDED PARIS.

The German long-range guns (nicknamed "big Berthas" after Bertha Krupp), used last year to bombard Paris from a distance of over 70 miles, provided the chief sensation of the war in the sphere of ballistics. These interesting photographs of one of the monster cannons were taken in a repair-shop at Danzig after it had been bombed in its emplacement by French aviators. It is believed to have been the first camera record of a "Bertha." Lecturing the other day at Cambridge on "Science and War," Lord Moulton

2. RECENTLY MENTIONED BY LORD MOULTON IN HIS REDE LECTURE AT CAMBRIDGE: ANOTHER VIEW OF THE DAMAGED "BERTHA."

recalled how it was first thought that the Germans had invented some marvellous new propellant, but that our artillerists knew better. They at once worked-out all the details of such a gun, and it would have been made if it had been of sufficient military value. He mentioned that, if the Germans had aimed at any particular building, they must have allowed nearly half a mile for the rotation of the earth. A map of Paris, showing where the 183 "Bertha" shells fell, appears on the opposite page.

THE PRINCE OF WALES IN THE WEST: DEVON AND CORNWALL.

PHOTOGRAPHS BY CENTRAL PRESS, I.B., AND APPEL.



AN EARLY MORNING ARRIVAL AT NEWTON ABBOT: THE PRINCE WELCOMED BY MR. ALBERT SAMMONS.



A ROADSIDE GREETING IN DEVONSHIRE: THE PRINCE SHAKING HANDS WITH A FAMILY AT THEIR DOOR.



ROYAL INTEREST IN CORNISH TIN: THE PRINCE OF WALES LEAVING CLITTER'S MINE, GUNNISLAKE.



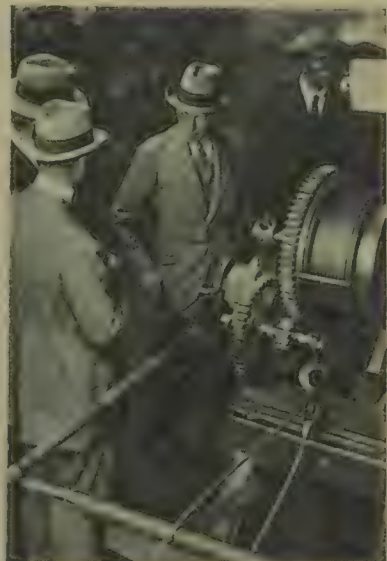
THE INDUCTION OF THE NEW VICAR OF PRINCETOWN: THE PRINCE OF WALES IN THE PROCESSION AT THE CHURCH.



AT KIT HILL TIN-MINE: THE PRINCE TALKING TO CORNISH MINERS.



MOTORING THROUGH HIS DUCHY OF CORNWALL: THE PRINCE AT THE WHEEL OF HIS CAR.



HAVING THE WINDING GEAR EXPLAINED: THE PRINCE AT KIT HILL MINE.

The visit of the Prince of Wales to Devon and his own Duchy of Cornwall resolved itself into a triumphal progress, for everywhere he went he received a hearty and affectionate welcome. The Prince left Paddington by the midnight train which reached Newton Abbot at 6 a.m. on June 10. At the station the Chairman of the Urban District Council, Mr. Albert Sammons, read a short address, to which the Prince replied. The royal party then motored to Ashburton, and thence to Princetown. On the way the Prince

left the big covered car in which he started and took the wheel of a fast two-seater. At Princetown he presented in person the Rev. M. R. Cooke, M.C., who served in the war as chaplain, at his public institution as Vicar. The ceremony was conducted by the Bishop of Exeter. The Prince then drove through Tavistock and into Cornwall, where he visited the the Kit Hill Tin Mine, from which the ore is carried to crushing-mills known as Clitter's Mine. The next day the Prince drove to Tavistock and thence to Truro.

THE FIRST MONARCH'S VISIT SINCE 1643: THE KING AT LEICESTER.

PHOTOGRAPHS BY L.N.A., AND SPORT AND GENERAL.



THE KING AND QUEEN AT LEICESTER: THEIR MAJESTIES DRIVING TO MONTFORT HALL, GREETED BY WOUNDED SOLDIERS AND HOSPITAL NURSES.



AFTER THE KING'S SPEECH IN REPLY TO AN ADDRESS: LEADING CITIZENS OF LEICESTER BEING PRESENTED TO THEIR MAJESTIES.

The King and Queen visited Leicester on June 10. The occasion was especially interesting, as it was the first visit of a reigning Sovereign to the town since Charles I. went there in 1643 "to intunate his displeasure at the lack of loyalty manifested by many people of importance." Very different was the purpose and experience of George V., who went there to show his appreciation of Leicester's great efforts in the war, and was acclaimed

with unbounded enthusiasm. In his speech at the Montfort Hall his Majesty referred with approval to the entire absence of trade disputes in the town during the war, to the housing plans, and to the scheme for the establishment of a University at Leicester. Among the leading citizens presented was Mr. T. Fielding Johnson, aged 90, who has given the site for the University. The King knighted the Deputy-Mayor, Alderman Jonathan North.

THE WORLD OF FLIGHT

ON THE NEED FOR A TERRITORIAL AIR FORCE.

By C. G. GREY,
Editor of "The Aeroplane."

IT may be taken as an axiom that no Government which can come into power during the next twenty years is likely to receive, or to ask for, a mandate from the country to maintain a standing Air Force of such a size as to guarantee Great Britain against aerial invasion in any future war, and to supply at the same time the aerial needs of the Navy and Army as well as those of an Independent Air Force for the purposes of a purely aerial offensive. Such were the duties performed by the Royal Air Force at the signing of the Armistice, and such will be the duties of the Flying Services, in whatever form they may exist, when the next war comes upon us.

When demobilisation began, the R.A.F. consisted of, approximately, 30,000 officers and 500,000 men; and, even that number was considered too small, for vast Cadet Schools existed where more thousands of aviators were in training, and mechanics and other categories of the rank and file were being enlisted as fast as they could be obtained. It is evident, therefore, that in a really big war, in which this country may be fighting even more desperately for its existence than it has done during the past four years, the Flying Services will have to be still stronger than they have been in the past. Yet it has been stated at various times during the last three or four months that the R.A.F. is to be reduced to a Permanent Establishment of somewhere between 4500 and 6000 officers, which means, presumably, between 50,000 and 100,000 airmen of all kinds, from Flight-Sergeants to bat-men. Such an Air Force in a great race-war would be rather less than the equivalent of the little British Expeditionary Force which fought so gallantly at Mons, the Marne, and the Aisne.

Now the experience of the past four years has taught us that, though it is possible to teach an apt pupil to fly passably well in a month, it takes anything between six months and a year to make him into a trained Naval or Military aviator, and it takes just about as long to turn an ordinary mechanical engineer, or a general handy-man, into a specialised air-mechanic with a good all-round knowledge of aero-engines and aeroplanes. Therefore, it follows that if we are not to be caught napping in another war we must find some way in which to maintain our supply of aviators and air-mechanics, despite the fact that the Treasury will be quite unable to afford to keep up an Air Force of the size required for the safety of the Empire. Fortunately, we have before us an excellent example of how such an apparent impossibility may be achieved. Any soldier of experience will readily bear witness to the high value of the

Territorial Force of the British Army in the early days of the war, when, despite the small amount of training which the Territorial Battalions had received before the war, they took their places in the fighting line alongside the professional soldiers, and bore themselves in a manner worthy of the proudest traditions of the British Army.

There we have, practically ready made, the plan on which we may maintain a big Air Force on a small amount of money. What we need, and what we must have if we are to retain the Air Power which our aviators won at such heavy cost during the war, is a Territorial Air Force organised on the lines of our Territorial Army. And one ventures to prophesy that it will be vastly easier to obtain recruits for such a Volunteer Air Force than it ever has been to raise and maintain a Volunteer Army. The average Englishman is not,

would be very high indeed. For flying is one of the finest sports in the world; and, though some of our war-worn pilots and observers swear to-day that they never want to see an aeroplane again as long as they live, one is certain that after a rest of a few weeks or a few months they will be as keen as ever.

Moreover, every youngster of to-day, from the best class of Public School boy downwards, is possessed by an absorbing desire to fly, just as his elder brother keenly desired to drive a motor-car, and as we of the still older generation longed to drive a railway engine or even a traction engine. So here we have an almost unlimited supply of young pilots on which to draw when the youngest of those who have been flying during the war grow too old for the job. Furthermore, so keen is the interest in aeroplanes among the younger generation that one is convinced that many thousands among those who would like to fly, but who would perforce be rejected as pilots because of being physically unfit owing to defective eyes, hearts, lungs, and so forth, would willingly join as volunteer mechanics just so that they might be closely associated with their beloved aeroplanes.

Practically every big town of note has an aerodrome within easy reach of it, so that Territorial aviators would have no more difficulty about putting in their flying practice than the ordinary Territorial soldier has about reaching his local drill-hall. For the matter of that, a proper service of volunteer motor transport could easily be arranged to take aviators and mechanics out to the aerodromes at stated hours and to bring them back at night. Also there need cer-

tainly be no difficulty about the supply of aeroplanes or engines, for the Air Ministry has enough in stock at the present moment to keep any possible Territorial Air Force supplied for the next three years at the peace-time rate of breakage, even if not a single new machine were brought during that time.

So far as one can see, the only expense about running a Territorial Air Force would be the cost of petrol and oil. The aerodromes exist all over the country. The aeroplanes and engines exist—we have them (literally) to burn. The pilots exist, and thousands of them would be delighted at the prospect of keeping themselves in practice without personal expense. The mechanics exist, and, though they might be rather harder to find than the pilots, a sufficient number could certainly be found to act as instructors to youngsters who would join. So altogether one is quite convinced that, with a very little official support, such a Force will become a very great success.



BRITISH AIRCRAFT IN ACTION AGAINST TURKEY DURING THE WAR: THE BUC RAILWAY BRIDGE IN THE NESTOS GORGE HIT BY A 100-LB. BOMB FROM ABOUT 500 FT.

The sequel to this bombing of the Buc Bridge is shown on the opposite page. To the left of the railway bridge is a trestle bridge for transport wagons.

by nature, a militarist, though for centuries he has proved himself to be the finest soldier in the world. But he is by nature a sportsman. The man who joined the Territorial Army did so either because he liked soldiering or because he was a whole-souled patriot—and both types are scarce in time of peace. But the man who would join a Territorial Air Force, if such a thing existed, might well be a sportsman first and foremost, and a soldier-patriot as rather a secondary consideration.

One is fairly certain that if the men who have been in the Army for the past three or four years were asked to turn out on a Saturday afternoon and do drills and route marches and sham fights just for the fun of the thing, the percentage who would respond would be extraordinarily small. On the other hand, one is quite certain that, if all the pilots and observers of the R.A.F. who have been demobilised were asked to put in one afternoon a week at flying, the percentage who would do so

A TURKISH MISTAKE! A BOMBED BRIDGE; AND THE SEQUEL.



1. HIT BY A 100-LB. BOMB, BUT SHOWING NO VISIBLE SIGNS OF DAMAGE: THE BUC BRIDGE AFTER THE ATTACK ILLUSTRATED OPPOSITE.

During the latter stages of the war, it will be remembered, the Royal Air Force carried out very effective operations in Turkey, in the neighbourhood of Constantinople, which was itself subjected to bombing. These remarkable air-photographs illustrate a singular incident that proved disastrous to the enemy. In the photograph on the opposite page

2. THE SEQUEL: THE BUC BRIDGE BROKEN DOWN (FALLEN, WITH A TRAIN WHICH THE TURKS RAN ON TO IT, TO TEST ITS SECURITY).

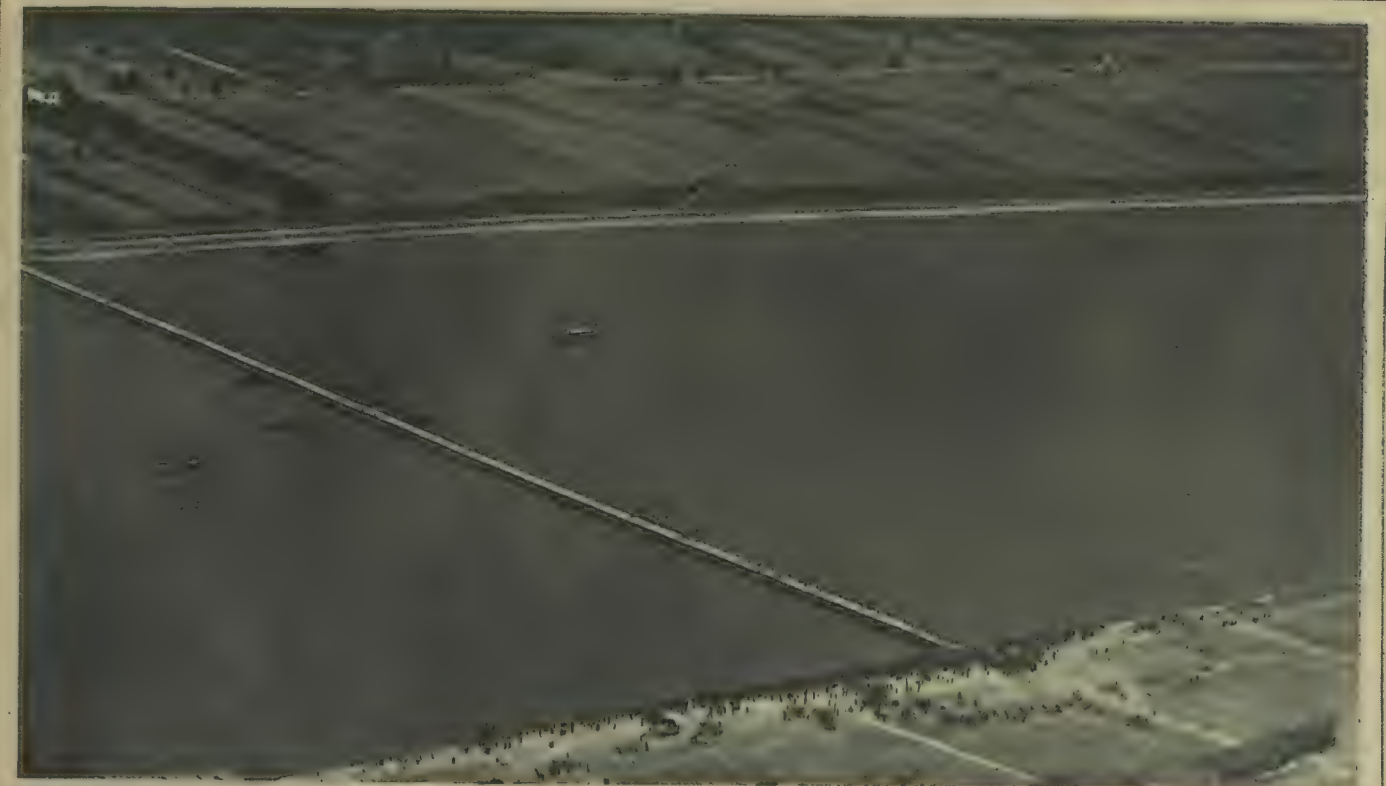
the Buc Railway Bridge, in the Nestos gorge, is seen just after being hit by a 100-lb. bomb dropped from a height of about 500 ft. Curiously enough, as shown in the upper photograph above, the damage done was not apparent at a distance, and, to test the stability of the bridge, the Turks ran a train on to it, whereupon the bridge and train collapsed.

THE AMERICAN ARMY OF OCCUPATION IN GERMANY PHOTOGRAPHED FROM THE AIR: PONTOON-BUILDING AND BASEBALL.

PHOTOGRAPHS BY THE U.S. AVIATION SERVICE.



BUILDING A PONTOON BRIDGE ACROSS THE RHINE AT HONNINGEN IN 58 MINUTES: U.S. ENGINEERS AT WORK—
A PHOTOGRAPH TAKEN FROM THE AIR.



A WORLD'S RECORD TIME IN BRIDGE CONSTRUCTION: THE COMPLETED PONTOON BRIDGE THROWN ACROSS THE RHINE
BY AMERICAN ENGINEERS IN 58 MINUTES.



AMERICAN BASEBALL IN OCCUPIED GERMANY PHOTOGRAPHED FROM THE AIR: A GAME BETWEEN TEAMS
OF TWO U.S. DIVISIONS AT HEDDES DORF.



AN AMERICAN MILITARY CEREMONY IN THE FAMOUS GERMAN RHINE FORTRESS OF EHRENBREITSTEIN:
THE 17th U.S. FIELD ARTILLERY RECEIVING DECORATIONS.

These remarkable air-photographs, taken by American aviators, give some interesting glimpses of the life of the troops forming the United States Army of Occupation on the Rhine. The two upper photographs illustrate a wonderful feat of bridge-building recently executed by the 2nd American Engineers at Honningen, Niederbreisig. On May 22 they constructed a pontoon bridge across the Rhine there, using German equipment, in 58½ minutes. The best previous time, made by trained German personnel, had been 1 hour

30 minutes. The work was done by men of the 2nd Regiment Engineers, 2nd Division, under Col. Stewart C. Godfrey, and the bridging operations were in charge of Major Theodore Wyman. The baseball match shown below took place on May 22 at Heddesdorf, the headquarters of the American 2nd Division, between teams representing the 1st and 2nd Divisions. The ceremony on the right was the presentation of decorations to the 17th American Field Artillery, in the fortress of Ehrenbreitstein, opposite Coblenz.

RUSSIAN DANCERS IN A NEW BALLET: "LA BOUTIQUE FANTASQUE."

DRAWN BY JOSEPH SIMPSON.

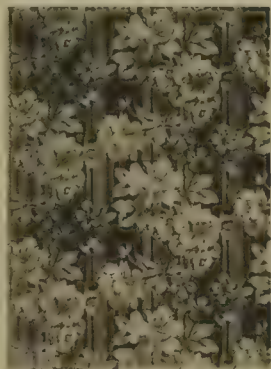


PRINCIPALS IN THE NEW ROSSINI BALLET AT THE ALHAMBRA: MME. LYDIA LOPOKOVA AND M. LEONIDE MASSINE, AS THE CAN-CAN DANCERS.

"La Boutique Fantasque," the first new production of the Russian ballet at the Alhambra, was given there recently for the first time, and had a very popular reception. The music has been arranged, by M. Ottorino Respighi, from hitherto unprinted MSS. left by Rossini after he had given up composing for the theatre. The choreography is the work of M. Leonide Massine, and the curtain and scenery are by M. André Derain, one of

the most modern of French painters. The scene is laid in a toy-shop, where the toys rebel because two can-can dancers among the dolls have been bought by different customers, and are destined to be separated. Instead, they escape. Mme. Lydia Lopokova and M. Leonide Massine appear in the two principal parts, as the can-can dancing dolls, with delightful effect. —(Drawing Copyrighted in the United States and Canada.)

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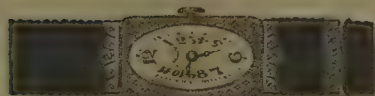
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LADIES' NEWS.

ONCE again Royal Ascot—and such a Royal Ascot! State Processions every day, and everyone keen to make it a great occasion for dress as well as for sport and for the social amenities. It seems a long time now to look back on 1914, when there was a very brilliant assemblage on the Heath. Then it was in no one's mind—except, perhaps, the late Field-Marshal Earl Roberts, who was there—that war-clouds were gathering up. On Gold Cup Day the Queen, Queen Alexandra, the Empress Marie of Russia, and Queen Augusta Victoria were with the King and many other members of the Royal Family in the Pavilion. The Empress Marie was taking snapshots, and apparently enjoying the gay scene. She is here again, but what she has been through in the interval is past ordinary comprehension. Now there is a fine family of young Princes and a Princess to enjoy Ascot, and a number of young people were included in the party at Windsor Castle to bear them company. It has ever been the way of the King and Queen to give their daughter and sons plenty of young society.

The sun has been ruling with an ardent sway of late. Much as we love his rays, and joy and health giving as we find them, there are some things that make us pause in our enjoyment thereof. One of these is a housewifely care. King Sol is no respecter of pretty colours in our window hangings and furniture coverings; he fades alike the delicate and the rich hues of which we are so proud. Wise women have none but Sundour fabrics, which hold the world's records as fadeless fabrics. They, therefore, can enjoy the glorious sunshine with quiet minds. Sundour owes its success to a secret process invented when there was no such thing on the market as fadeless material. It is now extended to casement cloths, reps, damask and tapestries, Madras muslins, dress fabrics, washing rugs, blind holland, reversible velours, and latest of all to join the invincible Sundour brigade are fadeless cretonnes and fadeless plushes. The designs are lovely, the colours rich and artistic, and all of them are so certainly indestructible that a guarantee is given with every yard of material sold. Looking at the blues, the purples, the rose-pinks, the crimsons, and the resedas of the

Sundour fabrics, it would be impossible to believe them fadeless had they not proved themselves to be so.

The zenith of a London season is reached with Ascot. This one will decline more gloriously than it rose, whether Peace Terms be signed by the enemy or not—as I write,

nothing is known on that head. The opening weeks of the season were shadowed by an indefinable feeling of hush and waiting. So long did it last that people began to wonder whether the signing of peace by Germany really mattered. Then gaieties began—little was said about them; then they increased, and more was said; finally Ascot, with a State Procession every day, and everybody inspired by the spirit of enjoyment, settled the matter—no one greatly cared. The Armistice was the real seal and sign of absolute victory; the rest is not of vital importance to the season, so it will be very brilliant during the next six weeks—the more so that at the end will be the moors, the yachts, the seaside, and the country-house parties to enjoy with a heartiness that we hardly cared at one time even to think about.

Fashion at Ascot was wonderful, but it was anarchical. It seemed that, provided skirts were short and the waist-line well disguised, a woman could wear just what she liked and be well in the swim. Capes have come so riotously to the front that it is unlikely they will stay there long. It is something of a paradox that we should go to homely things for the smartest models. "Just like a barrel" is all one could say of some of the very smartest capes. They bulged at the waist, and converged to neck and feet. They were pleated with gaugings that represented the hoops, and they were made of thin satin and silk, and were the very last word in what we would, in pre-war days, have called dust-cloaks. As to hats, they were what the Irish fish-wife said of her wares, of "all sorts and sizes." As a rule, they were very pretty and becoming. Flowers were seen on them, and also fruit; but plumes—old friends with new faces—were the keynote of the mode. There was no curl in them; lancer plumes, glycerined plumes, plume fringes, plume cascades, plume rosettes—all sorts of plumes of ostrich, save the curled kind beloved of our grandmothers, adorned the hats of Victory Ascot.

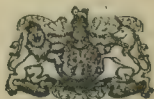
Every night the Royal Opera House is crowded, the season now being in full swing. The King's Box has royal occupants most nights, and the habitués in stalls and other boxes are supplemented by new-comers. Lovely jewels glitter and gleam from coiffure and neck and corsage, but there has been no great display as yet. Is that being kept for a Victory Command Night? A. E. L.



TWO SEASIDE FROCKS.

She is determined to get as little sunburnt as possible, so has elected to have a linen collar and cuffs to finish her frock of plaid and

spotted foulard. The seated figure wears a muslin chemise dress over a fourreau of rose-covered cretonne—of which latter material the hat is also made.



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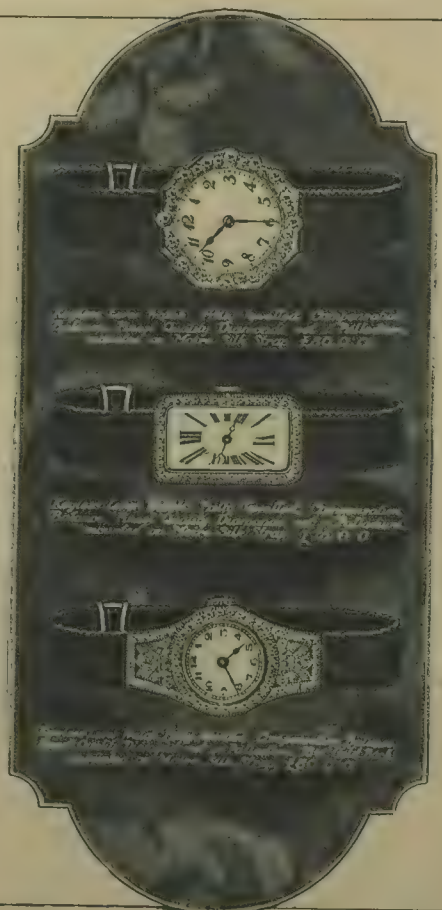
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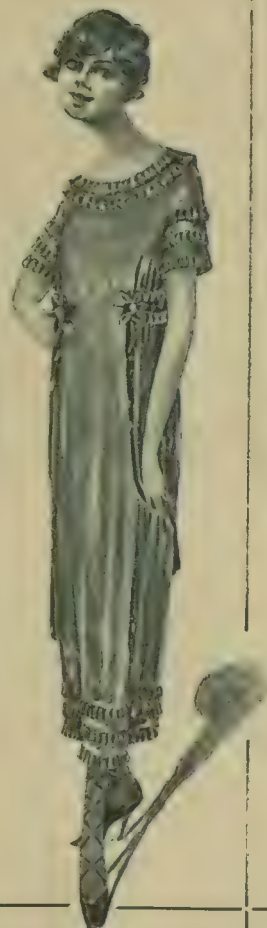
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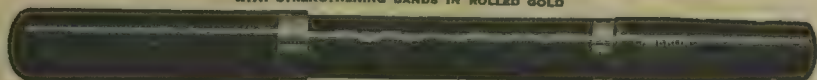


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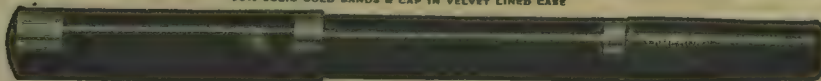
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NEW NOVELS.

"Such Stuff as Dreams." The little clerky people whom Mr. C. E. Laurence deals with in "Such Stuff as Dreams" (John Murray) are so lifelike that the fantastic idea of the story is rather staggering when it comes into full possession. Family

them more substantial than his contemporaries, and, in the end, to die of a broken heart when a surgeon trepanned him and removed the pressure that brought them to his brain. It is a queer story. It would have been more striking, we think, in half the length: the situations are repeated too often; and compression would have added to its interest.

"The Forest Fire."

"The Forest and Other Stories" (Cassell) is an unequal collection, nowhere up to Mr. E. Temple Thurston's best work, and in several of the stories or sketches falling sadly below it. "The Nature of the Beast" has a point that is neatly made after some unnecessary attenuation of its matter. The beast is the blonde beast—a German who endeavours to repeat the same vile trick twice in his lifetime upon the same person, and is rewarded by success the first time, and by a horsewhipping the second—a mild punishment, as it seems to us, for so bestial a creature. "The Forest Fire" is the record of prenatal influences reappearing in manhood, blinded manhood, to the son of the woman who deliberately tried to stamp them upon her unborn child. The other tales are, for the most part, very slight and rather colourless. They suggest to us that Mr. Thurston wearied of them even as he wrote them, for even "The Flaw," which should have had a thrill, somehow fails to communicate it when the moment of crisis arrives.

"The Price of Things."

The plot of "The Price of Things" (Duckworth) is made up of incidents as old as the Old Testament and as new as "Diplomacy"; but the brew distilled from these ingredients is Elinor Glyn's own invention, and her handiwork in its composition is unmistakable. It is a heady mixture; and we do not recommend it for the young, or for those

who think that English literature would be the better for eschewing the appeals to the senses that books of this class undoubtedly contain. People do not read such novels because of their clean English, or because they interpret the life of their own time, or because they tell a brilliant story. They read them, we believe, because they provide excitement; and in our opinion it is not a wholesome excitement. They are undoubtedly popular. Some day, perhaps, there will arise a generation which will look back with amazement at our taste in many things; and, finding it inexplicable by the measure of its own higher standards, will place the novels of Miss Glyn on a remote shelf, out of the reach of all but the unemotional student of the curious ways of our literary history.

Announcement is made by Messrs. P. and P. Campbell, Ltd., The Perth Dye Works, that, their two senior directors having retired, the control of the business has now been taken over by Messrs. J. Pullar and Sons, Ltd., Cleaners and Dyers, of Perth. Mr. Peter Campbell junr. will be associated with the new management in the vigorous conduct of the business, which will continue to be known as The Perth Dye Works.



WINNERS OF THE LADIES' PARLIAMENTARY GOLF MATCH AT COOMBE HILL: THE COMMONS TEAM.

From left to right, the names are (seated): Mrs. Norman Craig, Lady Ellis Griffith, Miss Seton-Karr (in front), and Lady Seton-Karr; (standing) Mrs. R. Chaplin-Snowdon and Mrs. Olaf Hambro.—[Photograph by Sport and General.]

jars and reconciliations in the flat in Theobald's Road, small ambitions and jealousies in the City office, and perhaps a violent end for the bibulous uncle—these would have been foretold by any experienced novel-reader at the beginning of the book. What actually takes place is the transformation of Fitzroy Stone, the married clerk, by a fall from a 'bus, into a visionary to whom the London streets are populated by the dominant personalities of the past. Fitzroy fell on his head, and forthwith began to see shadows, shadows that grew into shape as Boadicea and Queen Elizabeth, Oliver Cromwell and Charles Lamb. Only the people of out-standing character, it appears, remain to impress their images upon the secrets of their history. . . . Fitzroy came to love his dreams, to find



DEFEATED IN THE LADIES' PARLIAMENTARY GOLF MATCH AT COOMBE HILL: THE LORDS TEAM.

From left to right, the names are (seated): Grace, Countess of Wemyss, Lady Rathcreedan, and Mariota Countess of Wilton; (standing) the Hon. Mrs. Wason, the Hon. Mrs. Leith, the Hon. Mrs. Stuart Holland, and the Hon. Miriam Pease.—[Photograph by Sport and General.]

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is like the ACE OF HEARTS, which is a "multum in parvo" of the pack. Just one "pip" in the centre of the card, but it means a certain trick, it is almost sure to "score."

URODONAL is quite sure to score, as witness the evidence and support of many of the leading medical authorities of the day.

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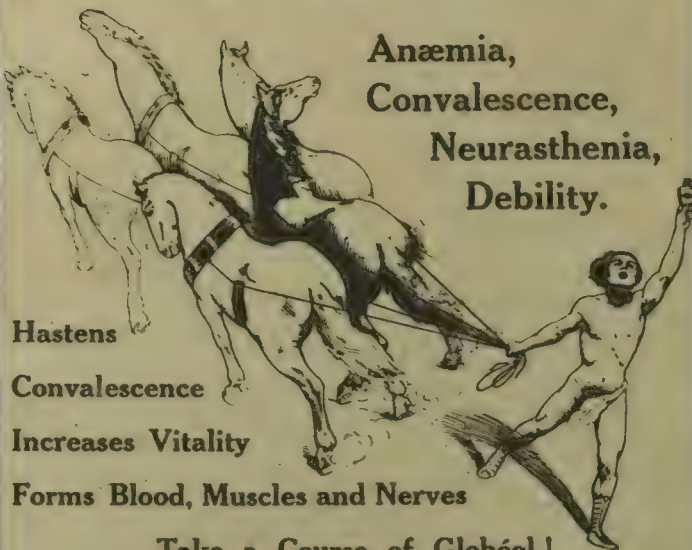
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—Sir J. M. Barrie, in "My Lady Nicoline."

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SCIENCE JOTTINGS.

NATURAL HISTORY RAMBLES IN LONDON.

ONE would hardly regard London as likely to prove a profitable field for Natural History rambles; yet, as a matter of fact, without straying so far afield as Wimbledon Common or Hampstead Heath, one may meet with surprising finds. Within the grounds of the British Museum of Natural History, for example, during the month of May, we were able to keep watch on two different colonies of wild bees; and later on we shall have saw-fly caterpillars in abundance on a screen of poplar trees that was planted many years ago.

The wild bees were represented by *Andrena nigroaenea* which, unfortunately, has no name in common speech; the "Cuckoo-bee," *Nomada succinea*, and the Mason-bee, *Osmia rufa*. My friend the Rev. F. Morice, than whom, on the subject of bees and saw-flies, there is no greater authority, assured me that the colonies of Mason-bees and Andrenas were the largest he had seen anywhere. They have made their burrows in a dry bank facing the sun, ever since I can remember, and must be regarded as having been "marooned" by the invasion of bricks and mortar, which cut them off from the open country long years ago. To the uninitiated they might well pass for small hive-bees, at any rate till they are seen entering and emerging from their burrows. For they are solitary creatures, each with its own burrow.

These bees had but newly emerged from the burrows excavated by their mothers in the early part of the previous year. And they were, in turn, busy preparing for a new generation. The task of burrowing is performed by the

female alone; and a formidable task it is. For the soil has to be removed grain by grain, till a gallery, perhaps a foot long, is made from which run a number of short side-galleries. Each of these is fashioned into a nursery, stored with pollen and honey. As soon as the required amount of this dainty food has been accumulated, an egg is laid on the mass, and the nursery door is sealed up.

watch *Andrena nigroaenea* at work. Though in favourable years there may be a second brood in the late summer.

The Mason-bees had made their burrows in some rough earth, a yard or two from the bank where the Andrenas were swarming. But the choice of such a site is by no means constant, for in this matter of nursery-building, it displays no little versatility. It will sometimes nest in the crevices of an old brick wall; at others, it will satisfy itself with an empty snail shell. In the Natural History Museum at South Kensington, there may be seen a flute within which no less than fourteen brood-chambers have been made; while in the Charterhouse Museum there is an outhouse lock entirely filled up with mud-cells made by this species during the course of the summer holidays.

The Mason-bee is a decidedly handsome insect, about half an inch long, and covered with a velvety mantle of yellowish red. The female is readily distinguished by the possession of two stout, horn-like, out-growths on the face: but what purpose they serve has yet to be discovered. Her pollen-collecting apparatus takes the form of a brush of brightly coloured hairs on the under side of the abdomen. In *Andrena* the pollen is carried, in the more usual manner, by the legs.

And now as to the "Cuckoo-bee." This is a species which, as its name implies, has fallen from grace. A painted Jezebel among bees, in her bands of yellow and black, and red antennæ, she hovers about the dwellings of the homely *Andrena*, seeking a favourable opportunity to enter the nursery and there lay her eggs, thus ridding herself of all the labour of collecting the necessary honey and pollen for the nourishment of her offspring. And

(Continued overleaf.)



JOINT POLICE FORCES IN CONSTANTINOPLE: AN INTERNATIONAL PATROL IN THE STREETS OF PERA.

The patrol is commanded by a Brigadier of the French Gendarmerie (walking in front). The others are (from left to right), a Turkish policeman, an Italian carabinieri, a French gendarme, and a member of the British Military Police.

The little white grub which soon emerges at once begins to feed. Not until midsummer is it full-fed. After a period of quiescence, it passes into a pupa, and later into the imago, or perfect insect. In this condition it hibernates till the warm days of spring call it forth to find a mate, and take up the serious work of life—the propagation of its species. Thus, then, the days are few when we may

watch *Andrena nigroaenea* at work. Though in favourable years there may be a second brood in the late summer.



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ITS ECONOMY is greatly accentuated by the high prices of ordinary leather and of footwear. Dri-ped Leather saves re-soling charges and new boot bills.

CAUTION.—Insist on Dri-ped Leather soles, but see that the Purple Diamond Trade Mark is stamped every few inches on each sole. Without it the leather is a substitute.

Praise of Dri-ped Sole Leather forms a part of many a warrior's tale of privations, of battles, of mud, and of blood. Here are two of many letters received—both from returned Prisoners of War.

Dear Sirs:—I cannot miss this opportunity of sounding the praises of "Dri-ped." Before going up the line to Oppy last March my Army boots were soled with your speciality. They accompanied me to the outpost where I was captured on the 28th, and for many months they have done me good service in such places as Douai, Cantin, Marchiennes, Hasnon, Guimappes, Mons and Liège. When the Armistice came about, the "Dri-ped" soles were perfect after eight months' wear whereas my comrades were walking on their uppers almost.

Yours truly, B. M.

Dear Sirs:—I am writing to let you know how wonderfully good and lasting I have found "Dri-ped" soles. I was a prisoner of War in Germany, and wrote home for some soles to repair my boots. "Dri-ped" were sent, and I wore them continually about six months in the prison camp. I then succeeded in escaping, and walked about a hundred miles, reaching the Baltic Coast, where I was retaken. I got constantly wet, and when I was retaken my boots were worn out, but the soles were still good. I had the same soles put on another pair of boots, and wore them for several months more and am much impressed by their durability.

Yours truly, B. C. (Capt.)

In case of difficulty, write to—

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(Continued.)

more than this, dooming the rightful heir to these provisions to death by starvation. Happily for Andrena's peace of mind she suspects no evil should she encounter the wicked one on her doorstep. How should she? She will never see her own offspring, nor even those of her neighbours. Her life's work is over when the last of her brood-chambers has been stored, and her last egg laid. The tenacity of purpose displayed in burrowing, and the zeal shown in storing the brood-chambers, would seem to imply at least a vague consciousness of the meaning of her actions: yet of understanding there can be none; for there is no experience behind it. And the wicked Nomada must, in like manner, be acquitted of deliberate evil. Both alike are but the obedient children of "Instinct."

Though gregarious, these bees yet live solitary lives; wherein they differ from the "Social," or hive-bees, which represent a more advanced, or highly integrated stage of development, which, however much it may benefit the species, in no wise adds to the joy of living. In this they largely recall the conditions of life imposed on human Society in highly "civilised" States. W. P. PYCRAFT.

The Babies of the Empire Ball is for these all-important people, but organised by their less valuable grown-up admirers. It will take place on the evening of Monday, the 30th, and Princess Arthur of Connaught will be one of a distinguished reception committee. It is to be a pie-war condition ball—splendid floor, splendid band, first-rate refreshments, and a good reliable buffet supper. The babies profit indirectly, for the ball is in support of the training centre in Trebovir Road, Earl's Court, where girls and women are trained to work in the infant welfare centres. Well for the infants that they should be so trained—otherwise the poor mites would suffer many things at their hands! There are girls who would be a great deal more experienced in looking after puppies than babies!



"EMBLEMATIC OF CHIVALRY AND COMMAND": THE SWORDS OF HONOUR PRESENTED TO ADMIRAL BEATTY AND SIR DOUGLAS HAIG, AT THE GUILDHALL.

Admiral Beatty and Sir Douglas Haig received the Freedom of the City of London at the Guildhall on June 12, and were presented with swords of honour, described by Admiral Beatty as "emblematic of chivalry and command." Admiral Beatty's sword is straight, and Sir Douglas Haig's slightly curved. Both the swords were designed and made by the Goldsmiths and Silversmiths Company, of 112, Regent Street.

Photograph by C.N.



PARKED JUST OUTSIDE COLOGNE: BRITISH TANKS OF THE 12th BATT, TANK CORPS. [British Official Photograph]

THE PLAYHOUSES.

"THE LOST LEADER." AT THE COURT.

TO those who had begun to despair of seeing any originality on our stage, save from a Barrie—or, perhaps, a Bennett—"The Lost Leader," of Mr. Lennox Robinson, will come as a consolation and an encouragement. We have had an "Abraham Lincoln," to be sure, during the war era; but, with all respect to Mr. Drinkwater, his is less a play than a series of loosely connected if interesting scenes, not without the weakness of repetition. But here at the Court is a real story handled by an artist with both imagination and an instinct for the theatre, who gives us mystery and surprise, turns to account a great name of our time, surveys boldly the jarring politics of a country which is the despair of our Empire, and, finally, takes a Pisgah view of what might restore hope and realise unity. All this he does without any serious breach with the traditions of the theatre, though the pedant might claim that each of his three acts offers us a different variety of drama. Thus the first act, with its supposed family secret and its ingenious journalist nosing out the "stunt" of a Parnell still alive, might seem to foreshadow a detective problem tale, but that the problem is left open and that it is soon made plain that for purposes of art it matters not at all whether poor Lucius Lenihan is the leader con-

ceived to be dead or merely a madman. The second act, on the contrary, has the atmosphere of comedy, with its amusing presentation of representatives of the three Irish parties, disputing violently, yet in their hearts agreeing that a resurrected Parnell would be an embarrassment. And, again, the third act carries us into the Empyrean—or at any rate on to one of Ibsen's mountaintops, whence Parnell turned quaintly visionary (or the man who thinks himself Parnell), shows the politicians and the audience a new kingdom in which party is taboo and the more spiritual side of

[Continued overleaf.]

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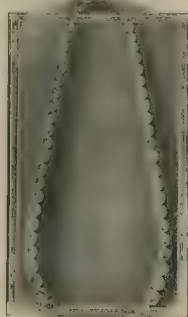
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Continued.]

Ireland fulfils itself, the idealist dying dramatically while he is delivering his message. It might look as if we had a mixture of moods and styles here, but the whole is fused together sufficiently to convey an idea of harmony; and the impressive acting of Mr. McKinnel in the title rôle, and good work from Mr. Brydone, Mr. Whitby, Mr. Malleson, Mr. H. O. Nicholson, Mr. A. Shields, and Miss Mary Grey enable the author to achieve the romantic effect at which he aimed.

"L'AIGLON." AT THE GLOBE.

Reference to Miss Marie Löhr's ambitious enterprise in undertaking the title-part of Rostand's rhetorical drama, "L'Aiglon," was so recently made in these columns that it is enough to say that the piece has gone into the evening bill at the Globe, and that the young actress-manageress is playing the trying character of the boy Napoleon eight times a week; while Mr. Lyn Harding resumes the rôle of Flambeau which Coquelin made famous in association with Sarah Bernhardt. Miss Löhr deserves every credit for the "tribute to art" she has paid in this production.

"ST. GEORGE AND THE DRAGONS." AT THE KINGSWAY.

The delightful thing about Mr. Eden Philpotts' Devon comedy of caste, "St. George and the Dragons," is the peep it affords us into a Dartmoor farmer's household given over to the enjoyment of food and drink and merry-making by means of song and gramophone and concertina. That scene, with all its farcical touches, was a slice of real life; and its revellers, including

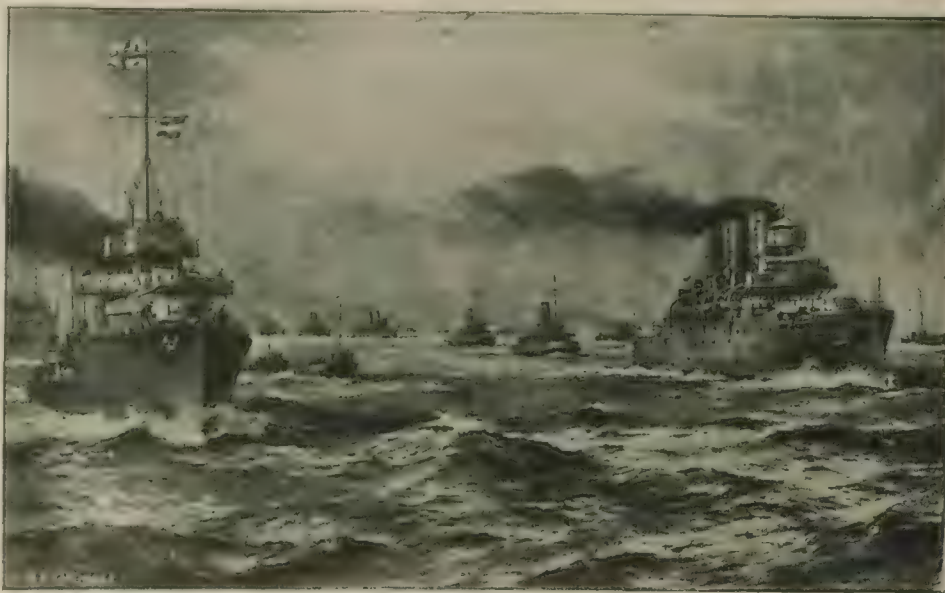
the farmhand called out when the cow inconveniently calved, had the smack of real rustic joviality about them. Somewhat less good, and that only because the playwright could be so obviously seen to have planned all his comic interferences for him, was the Bishop who stood in the way of a mésalliance and upset with such laughable results every arrangement of the farmer's young son to make his

in our public schools or our mess-rooms. Neither Miss Lillah McCarthy nor Miss Meggie Albanesi could make much out of these artificial creatures.

"THE CINDERELLA MAN." AT THE QUEEN'S. Syrup is a cloying drink for most of us, save in small mouthfuls; it is ladled out by the quart in the newest American importation, "The Cinderella Man," of E. C.

Carpenter, and those who like it in such quantities can promise themselves riches just now at the Queen's—four full acts of the sort of fairy-tale in which a millionaire's daughter plays Lady Bountiful in disguise to a proud young poet whose poverty is of truly theatrical thoroughness. Who needs telling that this heroine makes use of the inevitably adjacent attic windows to spread a meal in go-tmother style before the famishing writer, or assuring that when the pair are well on the way to mutual love a bit of fairy luck brings about the acceptance of his libretto for quite a little fortune of money? Proud young poets, it is to be supposed, have a patent brand of fastidiousness, or one might wonder why this Cinderella man was more ready to accept substantial favours from a girl he thinks poor than from an heiress. With various ingenious devices the story is dragged out to interminable lengths. Mr. Owen

Nares and Miss Renée Kelly are the poet and his benefactress; Mr. Valentine proves refreshingly truculent as a stern parent; Mr. Holman Clark flits about the stage agreeably as a good-natured busybody; and Mr. Reynolds gives us a clever thumbnail sketch of a gentleman's gentleman.



A GREAT ADVENTURE THAT IS TO BE COMMEMORATED BY A MEMORIAL: "EN ROUTE" TO ZEEBRUGGE ON ST. GEORGE'S DAY, 1918—H.M.S. "WARWICK," FLAG-SHIP, SIGNALLING TO THE EXPEDITION "ST. GEORGE FOR ENGLAND."

That great adventure, the attack on the U-boat base at Zeebrugge on St. George's Day of last year, is to be commemorated for all time by the erection of a suitable memorial on the scene of the historic landing. The scheme originated with the Anglo-Belgian Union, whose energetic Secretary is Mr. Algernon Maudslay, C.B.E. Donations, which should be forthcoming in large numbers, should be sent to him at 35, Albemarle Street, London, W.—[From the Painting by Bernard F. Gribble.]

high-born fiancée at ease in the parental farm-house. Mr. Thesiger has got one of the parts of his life as this cunning Churchman, stage-type though he is. As for the revolting daughters, their talk was amazingly lacking in the colloquialisms which are as current in our country houses as

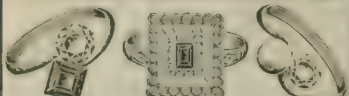
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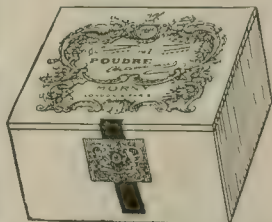
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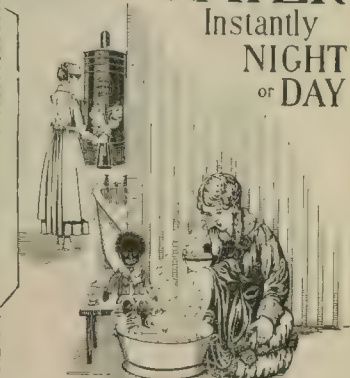
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E. J. POLGLAZER (Exeter).—Thanks for amended version.

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SOLUTION OF PROBLEM No. 3811.—By G. STILLINGFLEET JOHNSON.

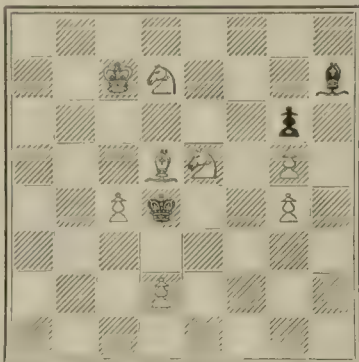
WHITE
1. R to Kt 6th
2. P takes P (ch)
3. B (mated).

BLACK
K to B 5th
K moves

If P takes R, 2. P to B 4th, and if P takes Kt, 2. B takes P, etc.

PROBLEM No. 3813.—By H. F. L. MEYER.

BLACK.



WHITE.

White to play, and mate in three moves.

CHESS BY CORRESPONDENCE.

Game played in the Tropics Tourney of the British Correspondence Chess Association, between Messrs. J. D. CHAMBERS and W. H. GUNSTON.

(Queen's Pawn Game.)

WHITE (Mr. C.) BLACK (Mr. G.)
1. P to Q 4th P to Q 4th
2. Kt to K B 3rd Kt to K B 3rd
3. P to B 4th P to K 3rd
4. Kt to B 3rd B to K 2nd
5. P to K 3rd Castles
6. B to Q 3rd P to Q Kt 3rd
7. Castles P takes P
8. B takes P B to Kt 2nd
9. Q to K 2nd Q Kt to Q 2nd

Twelfth the beginning of the trouble. He allows his opponent time to consolidate his centre, and gives himself a cramped and difficult course to pursue.

10. P to K 4th P to B 4th
11. R to Q 4th P takes P
12. Kt takes P P to K 4th

It is most unusual to find a player of Black's strength venture on a move so obviously risky as this, and the

WHITE (Mr. C.) BLACK (Mr. G.)
13. Kt to B 5th P to Q R 3rd
14. P to Q R 3rd R to K 5th
15. B to K Kt 5th P to Q Kt 4th
Black is evidently much below his true form. Q to B 2nd must occur to every body. He is not in the effective defence to such a position.
16. B takes Kt B takes B
17. B to R 2nd R to K B sq
18. Q to Kt 4th P to K R 4th
19. Q to Kt 6th Resigns.

A mastery victory over the Club's Champion that reflects every credit on the winner. It is, however, only Black's third defeat in four years—a record worthy of Schlechter.

In the Scottish Professional Victory Golf Tournament held at Stirling on May 21, L. B. Ayton, of St. Andrews, secured first place; Ben Sayers junior, of North Berwick, secured second place; and Peter Robertson, of Braid Hills, Edinburgh, tied for third place (with Tom Fernie)—all using the "Clincher Cross" golf-ball.

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THE CHRONICLE OF THE CAR.

Are Second-Hand Prices Declining? It would seem as though the very large numbers of Government cars now being sold by auction are having some slight effect on the prices of second-hand vehicles. At the last two or three sales the figures reached have been well below those obtained on previous occasions, but they are still a long way above bargain prices, and the would-be purchaser who expects really to get value for his money will, I think, have to wait for some time yet before he can secure the car he covets at anything like a reasonable price. As to the prices asked and obtained for privately owned second-hand vehicles, these show no signs of falling, if one is to judge by the advertised prices; while the dealers are profiteering as hard as they can. The latter are in no wise content unless they can get 100 per cent. more than the pre-war new price for cars dating back to before 1914, no matter what amount of use they have had. As a case in point, I saw a German car advertised the other day the new price of which in 1914 was £210, and the dealer who had it in his possession actually asked the moderate (!) figure of £395 for it. Needless to say, the purchaser might find himself badly held up by being unable to procure spare parts for such a vehicle; while the price at which he will be able to dispose of it in six or nine months' time may be easily imagined. He will be fortunate if he gets £120 for it as soon as deliveries of new cars begin to influence the course of the markets. Whether it is worth while to drop £275 on the cost of a small German vehicle for the sake of a season's motoring is a matter for the individual to decide for himself. Personally, I should say he would be very foolish to do anything of the kind.

Nor is this an isolated case. I heard the other day of a three-ton lorry, delivered from the works last February at £915, and sold at auction for £2784 a fortnight ago. What return such an investment is likely to make—this being a commercial transaction—I do not know, any more than I should like to be asked to assess an annual figure of depreciation on the



A THIEF-PROOF LOCK: THE COWEY.

This lock acts as a switch on the high-tension leads, and when closed it is impossible, except by re-wiring the engine, for the latter to be started. It can only be opened by its own Yale-pattern key.



THE SIMPLE LIFE: A SCENE IN TENNESSEE.

Our photograph shows Mr. H. S. Firestone, Mr. Edison (the wizard), and Mr. John Burroughs, America's noted naturalist, roughing it on a camping trip in Tennessee, Virginia, and the Carolinas. Mr. Firestone is the chief of the Firestone Tyre Company.—[Photograph by courtesy of Mr. Jac Pedersen.]

vehicle. Still, I think there is a slight downward tendency in prices observable; but we are still some distance away from the inevitable slump.

Roads and the Transport Bill.

The attitude of the Parliamentary group identified with highways interests, so far as concerns the Ways and Communications Bill, seems to be a little obscure. A short while since it was said that this group intended to make a desperate fight to secure a separate Ministry of Highways, under General Maybury. Now the Motor Legislation Committee—which, I have understood, more or less represents the views of the group in question—announces that a large measure of Parliamentary support has been secured for an amendment in favour of setting up a "really live" Roads Committee for the purpose of advising and assisting the Minister of Ways and Communications on all questions affecting highways, bridges, vehicles, and road traffic. The proposed committee would consist of not less than ten members, five of whom would represent highway authorities, and five the users of road traffic, appointed in all cases after consultation with the interests concerned. A Parliamentary Under-Secretary of the Ministry would act as chairman. The committee would be able to regulate its own procedure, give advice to the Minister on matters not actually referred by him, and lay its reports before Parliament. It would fill the gap which will be created by the disappearance of the Road Board, from which highway authorities have obtained financial assistance towards carrying out schemes of road construction and repair. The requisite amendment is down in the names of Mr. Gerald Balfour and Mr. Joynson-Hicks.

Such a committee as that suggested would probably be the next best thing to a separate Ministry of Highways, though I should say it is doubtful if the amendment has any chance of being accepted by the Government. The idea of such a committee, with power to go behind the Minister and report direct to Parliament, seems to be of so revolutionary a character that it is difficult to see how it could be worked. It would be far better to go

[Continued overleaf]

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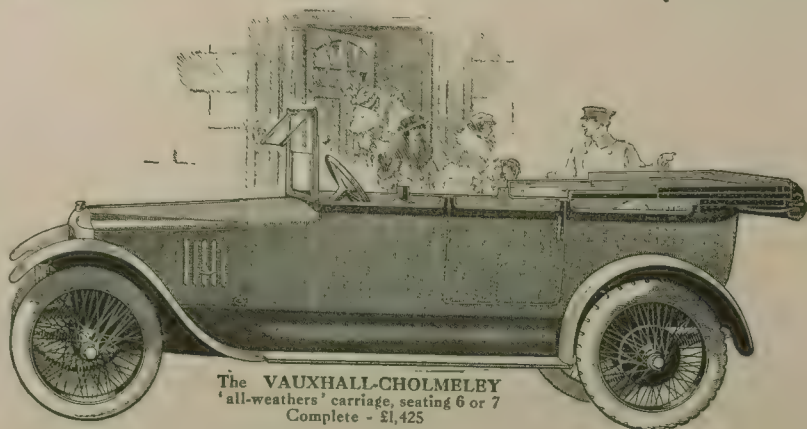
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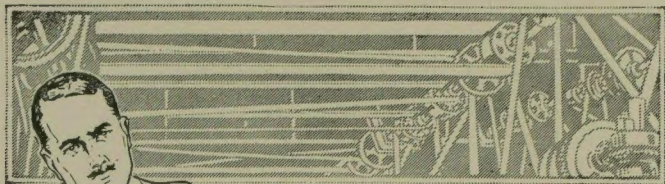
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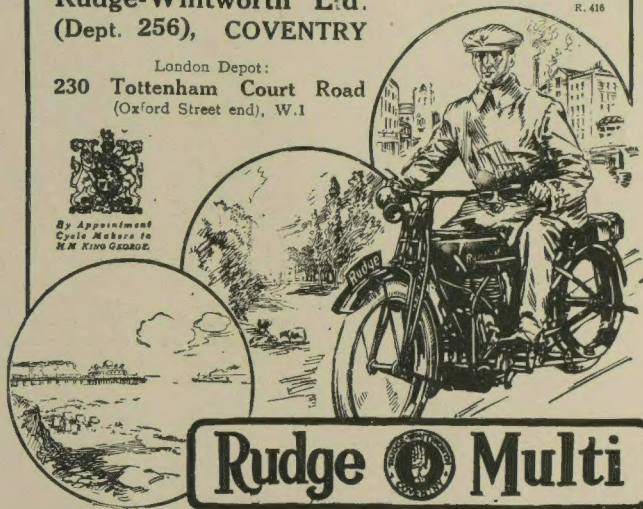
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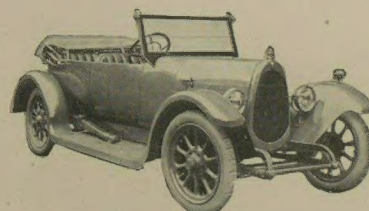


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SOME cars are easy to buy, but difficult to maintain without mortgaging the home. The NEW "Victory" Arrol-Johnston costs £700, but offers a definite daily diminution in ordinary running costs.

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THE "VICTORY"
ARROL-JOHNSTON.

(Continued)

the whole way and press for a completely independent Ministry of Highways, as was at first intended. What has happened in the meantime to lead to the modification in the proposed action I do not know.

Will Germany be Excluded?

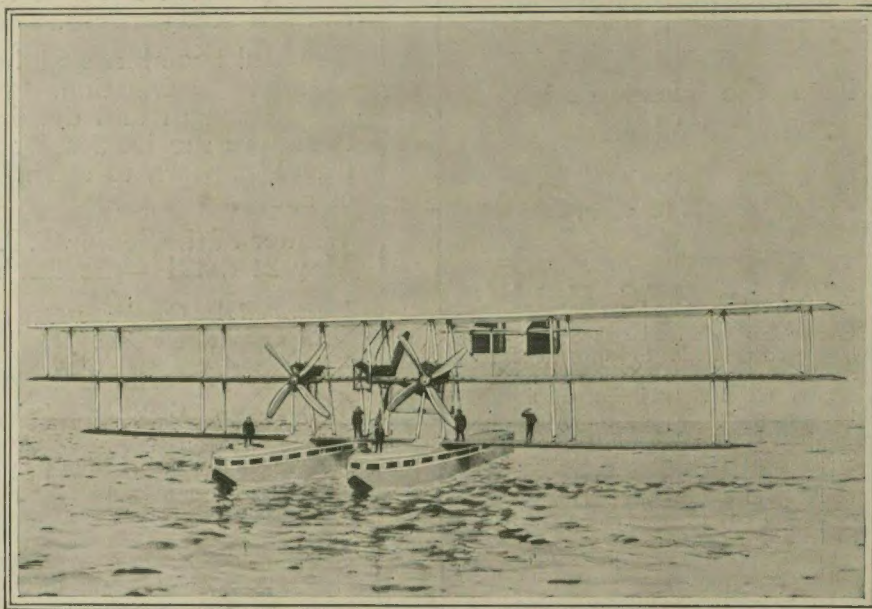
According to one of the technical journals, there is to be a permanent and rigid exclusion of German motor-transport products from Allied countries, and they are to be banned from all exhibitions. The exact meaning of the paragraph containing the announcement is not at all clear. One would gather at first that the intention is to prohibit the import of German cars and other productions, but it seems that all that is meant is that German manufacturers will be barred from motor shows and exhibitions. It seems to me that the position regarding enemy cars is rather an interesting one. Undoubtedly, if we want to collect an indemnity from Germany, we shall have to trade with her; and it is not easy to see how that trade is to be conducted unless she is given the ordinary facilities for conducting business. Again, there is no gainsaying the fact that before the war Germany produced some very fine cars, which had become prime favourites here and in other Allied countries. There was the Mercédès, for example, which for long enough was regarded as being about the best car produced anywhere. The Benz ran it a close second; while very much in the same class was the Adler. Then, among the lower-priced vehicles were such cars as the Stöwer, the N.A.G., the

Brenna, and others. A fair subject for speculation is, Will the people who owned and liked these cars before the war be kept from buying them after peace, particularly as it is fairly certain that the German manufacturer will make a desperate attempt to re-establish his market by selling cheaply? Memories are very short, especially when the

are German; but I am not at all certain of the majority.

An Interesting Anti-Thief Device.

The epidemic of car-stealing, which seems to be raging as strongly as ever, has led to the invention of numberless devices for the prevention of theft—some good, but some quite indifferent. The trouble with most is that the expert thief can get round them in a very few minutes. One I was shown last week, however, seems to be about as effective as anything of the sort can be. This is an invention of Mr. Cowey, of the Cowey Engineering Company, and takes the form of a switch on the high-tension leads, and automatically locks when the ignition has been cut out. The principal merit of the device is that, as the leads all pass through the body of the switch, they cannot be traced, and nothing but completely rewiring the car will enable the engine to be started. Of course, given an hour or two, an expert would succeed in tracing all the leads to the plugs; but nothing on earth can prevent the determined thief who burgles a garage getting away with a car. The most these thief-proof devices can accomplish is to prevent roadside theft, and the Cowey certainly does this.—W. W.



FOR THE TRANS-ATLANTIC SERVICE: A GIANT AEROPLANE.

The length of this new Short triplane, with Rolls-Royce engines, is 100 feet; and the motive power is derived from three Condor Rolls-Royce engines of 600 horse-power each. The floats are two saloons each 9 feet by 50 feet, capable of carrying 25 passengers in each. The speed is just over 100 miles per hour, which means that London can be reached from New York in twenty-four hours. If any accident should happen to the planes they can be cut adrift, and the machine taken home on the water.—[Photograph by Campbell-Gray.]

pocket is touched, and I am much afraid that before the peace is six months old we shall find German cars actively competing with our own. Of course, a number of people will avoid them like poison, simply because they

Run, completed the distance in 22 hours 10 min. It is interesting to note that his machine was fitted with Clincher tyres. Apparently these tyres knew they were en route for home—Clinchers are made in Edinburgh.

Lieut. W. Cooper, the first to arrive in the London-to-Edinburgh Motor Cycle

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The Essex retains all these advantages of the light car plus riding comfort and refined coachwork of the more expensive cars.



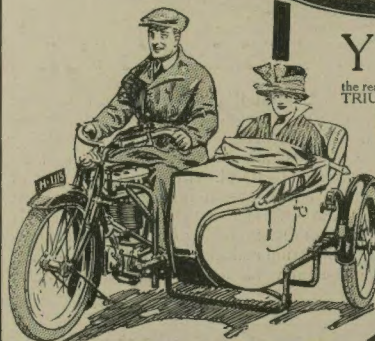
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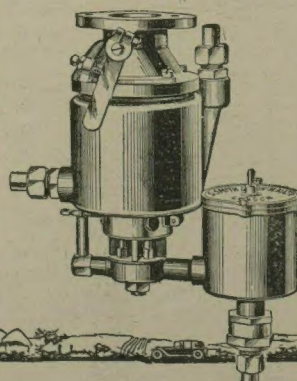
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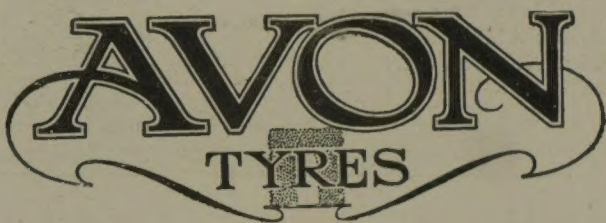
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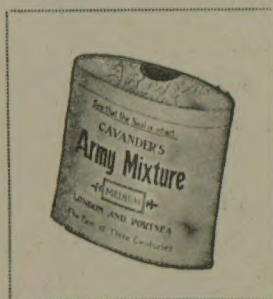
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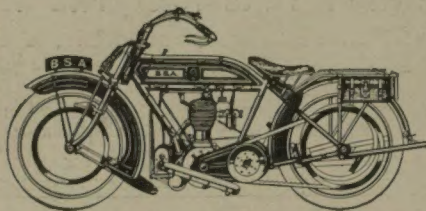
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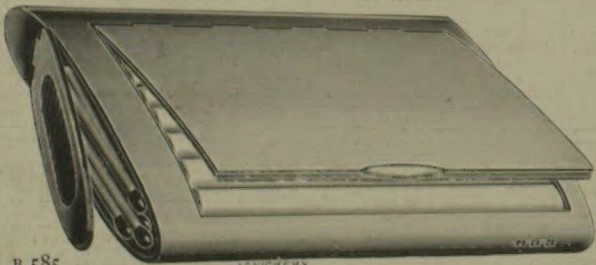
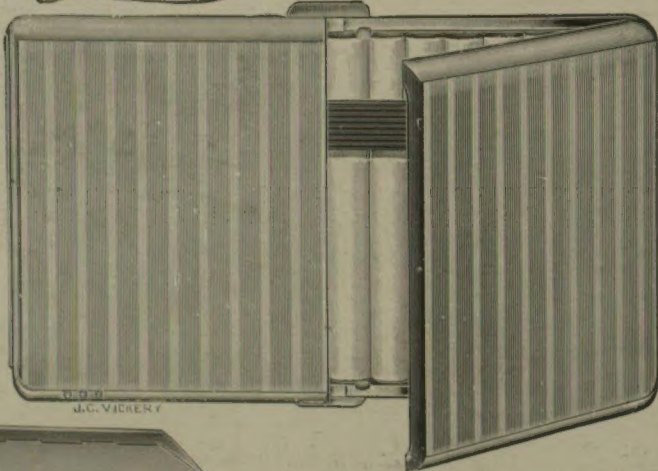
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